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HISTORY
OF
SAINT LOUIS CITY
AND
COUNTY,

FROM THE EARLIEST PERIODS TO THE PRESENT DAY:

INCLUDING

BIOGRAPHICAL SKETCHES OF REPRESENTATIVE MEN.

BY

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IN TWO VOLUMES, ILLUSTRATED.

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HISTORY

OF THE

CITY AND COUNTY OF SAINT LOUIS.

CHAPTER XXV.

ST. LOUIS AS A CENTRE OF TRADE.

ST. LOUIS being located in the heart of the Mississippi valley, in which are produced immense supplies of breadstuffs, meats, fruits, and vegetables, accessible by fifteen thousand miles of navigable rivers, with her grand network of railroads penetrating all portions of this vast valley, furnishing quick and cheap transportation for all the products of the soil, it must be apparent that at no other place in the world where labor is remunerative can staple provisions of the same quality be furnished cheaper than at St. Louis.

Next to provisions in the cost of family expenses is that of house-rent, or, differently stated, the expense of living in one's own house. The house represents capital, and it costs the owner as much to live in it as it does the lessee, in either case the net rental being measured by the net interest the money would produce.

In furnishing cheap, comfortable, and healthy houses St. Louis offers rare inducements. There was a time when this was not the case, and rival cities offering greater inducements in this regard were largely benefited thereby. When the heavy business was transacted chiefly on the Levee and Main Street, the choice residence property was drawn within narrow bounds and held at high prices; and before sewerage and drainage had transformed vast acres into choice building sites, before railroad transportation, steam and horse, had equalized values at remote points from business centres by furnishing cheap conveyance to and from all points within the city limits, cheap homes were not easily obtained in St. Louis. But a new and brighter era has dawned upon her. Cheap homes can now be furnished within easy access of business, shop, and foundry, on finished streets, with gas and water, on or convenient to street cars. Building lots thus situated

can be bought and comfortable dwellings erected thereon cheaper in St. Louis than in any city in the United States having a population of one hundred and fifty thousand.

To this fact more than any other may be attributed the rapid growth of St. Louis during the last few years, and it is also the best guarantee of her future prosperity. Cheap homes are the want of the million; they not only reduce the expenses of living, but the people become owners of their own homesteads, and once having an interest in the soil their local and business interests become more closely identified with the city's welfare, making her population more permanent and at the same time contributing to her revenue.

Persons of limited means, mechanics and laborers of industrious and saving habits, can by small monthly or quarterly payments in a comparatively short period become owners of their own homes without waiting to provide all the money before purchasing. The making of debts is not generally to be commended; but to a moderate extent in the purchase of a home, where full consideration is received, they are not only commendable but tend to stimulate energy, and the money thus paid is better secured against loss than if invested in any other manner. In addressing the Social Science Association of Philadelphia, Mr. Cochran truthfully said,—

“ People who own the soil naturally feel that they have a greater interest in the community, in its welfare, peace, and good order, and they are fixed more permanently to it as a place of abode; and the laborer or mechanic who is working to secure or pay for a home is inspired with more ambition than one whose abode is in tenement-houses, which can have no attraction to any man or his family. The system of separate dwelling-houses for every family is in itself promotive of greater morality and comfort, but the opportunity

of poor men to secure the ownership is an honorable incentive to industry and frugality."

The means of locomotion within the city, the accommodations for visitors, the capital of banks, and

the transportation facilities other than rail and river, as collected in 1882 for the board of equalization, present the St. Louis of to-day as being in the following condition :

STREET RAILWAYS.

NAME OF COMPANY.	Number of Horses.	Value per Head.	Number of Mules.	Value per Head.	Miles of Track.	Value per Mile.	Number of Cars.	Total Value of Cars.	Other Personal Property.	Value of Real Estate.	Total Value.
Baden and St. Louis.....	17	\$35			3 $\frac{1}{4}$	\$1500	8	\$1,200	\$140	.....	\$6,820
Benton and Bellefontaine.....	106	50	26	\$30	2 4 $\frac{1}{2}$	3000 1000	42	8,800	750	\$22,760	48,720
Cass Avenue.....	193	45			5 3 62-100	3500 2500	30	9,000	6720	32,850	83,810
Citizens', Fair Grounds and Suburban.	251	45	75	50	6 2 5	3500 2500 1500	56	19,200	2980	22,800	94,520
Lindell.....	361	45	40	50	10 25-66	3500	70	17,900	2600	79,440	159,430
Missouri.....	277	45	18	50	8 $\frac{1}{2}$	3500	56	19,600	3000	57,240	122,960
Mound City.....	65	45	28	50	6	2500	22	2,750	800	.....	22,880
People's.....	238	45	12	50	8	3500	30	10,500	9300	.....	59,110
St. Louis.....	268	45	174	60	14 $\frac{3}{4}$	3000	66	16,700	4460	38,100	125,860
South St. Louis.....	65	40	10	45	7 5	2200 1800	23	4,740	320	.....	32,510
Tower Grove.....					1	2000	.....	.....	.....	.....	2,000
Tower Grove and Lafayette.....	53	45	40	50	3 1-5	2500	20	5,000	270	7,390	25,050
Union.....	203	45	7	50	8	3500	24	7,200	2940	16,030	63,660
Union Depot.....	157	45	209	50	10	2500	68	14,600	4360	41,390	75,870

HOTELS.

Name.	Proprietors.	Assessed Value of Personal Property.
Atlantic.....	F. F. Burt.....	\$1,670
Barnum's.....	L. A. Pratt.....	110,200
Beaumont.....	Hallie D. Pittman.....	1,890
City.....	George Spilling.....	11,300
Commercial.....	James H. Morris.....	11,600
Hotel Barnum.....	Mrs. M. L. Barnum.....	16,110
Belvedere.....	Shickle, Harrison & Co.....	17,000
Hotel Hunt.....	Mrs. E. J. Polk.....	1,560
Hotel Moser.....	Leo Moser.....	1,730
Hurst's.....	James H. Hurst.....	3,220
Ives House.....	James O. Ives.....	16,800
Koetter's.....	G. Koetter.....	2,390
Laclede.....	Griswold & Sperry.....	30,600
Lafayette Park.....	Nelson Yocum.....	1,140
Lindell.....	Charles Scudder & Co.....	40,360
Mona House.....	J. H. Tomb.....	11,800
Planters'.....	J. & J. Gerardi.....	15,440
St. James.....	Thomas P. Miller.....	3,430
The Southern.....	The Southern Hotel Company.....	61,170
Western.....	M. C. Irish.....	18,000
Windsor.....	Windsor Hotel Company.....	6,000
Everett House.....	J. H. Hawley.....	3,250
Grand Pacific.....	J. & J. Robertson.....	4,100
Total.....		\$230,760

BANKS.

Name.	Value of Real Estate.	Total Value of Assessment.
Bank of Commerce.....	\$185,890	\$1,136,150
Boatmen's Savings.....	67,940	2,174,530
Bremen Savings.....	1,600	76,050
Citizen's Savings.....	23,400	139,930
Commercial.....		310,000
Continental.....	60,640	116,070
Franklin.....	38,250	224,220
German American.....		112,770
German Savings.....	63,630	257,700

1 Assessed by assessor, no return being made by owner.

Name.

Name.	Value of Real Estate.	Total Value of Assessment.
International.....	\$12,820	\$91,650
Laclede.....	.....	250,000
Lafayette.....	2,200	50,000
Mullanphy Savings.....	2,300	128,060
Northwestern Savings.....	.....	55,390
Provident Savings.....	76,290	100,000
State Savings.....	54,660	1,251,640
Tenth Ward Savings.....	11,090	46,590
Union Savings.....	10,570	128,130
Merchant National.....	1,530	805,000
Valley National.....	.....	272,500
Third National.....	112,130	1,161,030
Fourth National.....	.....	584,000
St. Louis National.....	13,710	569,140
Total.....	\$739,650	\$10,040,550

EXPRESS COMPANIES, LIVERY-STABLES, ETC.

Name.	Number of Horses.	Value per Head.	Number of Vehicles.	Total Value of Vehicles.
Adams Express Co.....	36	\$100	18	\$3,600
American Express Co.....	42	100	23	2,950
United States Express Co.....	35	50	17	1,700
St. Louis Transfer Co.....	206	75	99	14,750
Hazard Coal Co.....	40	55	10	500
Schuremann Bros. & Co.....	84	60	55	2,235
Eau Claire Lumber Co.....	59	50	30	750
Mount Cabanné Milk Co.....	24	50	11	550
St. Louis Street Sprinkling Co.	28	60	15	1,400
Arnot, Jesse.....	55	40	49	5,300
Bensick, John C.....	20	40	10	2,000
Bohle, Louis C.....	40	40	32	5,000
Brockmann, B.....	35	65	16	2,525
Sherrick, L. P.....	20	40	15	1,500
Cullen & Kelly.....	22	100	15	6,000
Clement, N. S.....	24	50	16	2,000
Comfort, C. D. & Co.....	21	100	14	1,120
Crum, C. N.....	22	75	14	2,250
Gauger, Jacob.....	25	100	10	4,000
Heitz, Christ.....	20	50	7	210
Herman, Fred.....	60	100	25	2,500

Name.	Number of Horses.	Value per Head.	Number of Vehicles.	Total Value of Vehicles.
Kron, Aug.....	20	\$65	10	\$1,000
Lawrence & Spelbrink.....	25	40	23	2,500
Maxwell, T. & J.....	33	70	3	150
Meyer, Adolph.....	30	40	17	3,600
Mueller, Henry.....	60	100	10	1,000
Reilly & Walfort.....	161	64	4	200
Scheele, H. & Son.....	20	80	10	5,000
Scott & Lynch.....	30	60	20	4,000
Wright, George C.....	20	100	9	3,600
Sloan & Ellis.....	80	37	4	250
Welfinger, John & Co.....	22	75	14	500

The territory of which St. Louis is recognized as the natural commercial and business metropolis is indicated in the following table, with the miles of railroad they had in the years 1870 and 1879, respectively:

States.	Miles in 1870.	Miles in 1879.
Kentucky (one-half).....	558	797
Tennessee (one-half).....	746	850
Mississippi (one-half).....	495	570
Louisiana (one-half).....	225	272
Illinois (one-half).....	2411	3,789
Missouri.....	2000	3,740
Arkansas.....	256	804
Texas.....	711	2,591
Kansas (one-half).....	750	1,052
Total.....	8052	14,465

In the ten years from 1870 to 1879 there was constructed in the territory we have set down as tributary to St. Louis six thousand four hundred and thirteen miles of railroad.

The increase of population in the territory of which St. Louis is the natural commercial metropolis in the ten years from 1870 to 1880 was as follows, the figures in all instances being from the United States census:

States.	1870.	1880.
Kentucky (one-half).....	660,505	824,354
Tennessee (one-half).....	629,260	776,231
Mississippi (one-half)....	413,961	565,796
Louisiana (one-half).....	368,957	470,051
Illinois (one-half).....	1,269,945	1,539,384
Missouri.....	1,721,295	2,168,804
Arkansas.....	484,471	802,564
Texas.....	818,579	1,592,574
Kansas (one-half).....	182,199	497,983
Total.....	6,549,192	9,237,741

All this territory, with New Mexico and Indian Territory still farther south, constitute a part of the vast back country of St. Louis. When it is considered, therefore, that this city has such surroundings as have been here described; that she is the very centre of the most productive agricultural region of the whole earth; that she is in immediate proximity and of convenient access to an inexhaustible deposit of the purest iron ore in the world; that she is at the head of navigation from the south, and at the foot of navigation from the north; that she is sustained and impelled forward by the immense, illimitable trade of

the great Father of Waters and his tributaries; that she has the material around her for building up the most extensive and most profitable manufacturing establishments that the world has ever known; that all the necessaries of life, the cereal grains and pork particularly, are produced in all the region roundabout in such profusion that living must be always cheap, and that consequently she can support her population though it should increase to almost indefinite limits, when all these facts are considered, who can feel disposed to set boundaries to her future progress?

It will be seen in view of the territory thus tributary to St. Louis that she draws from a greater variety of resources, from a greater extent of country, that she is the centre of more mineral wealth, more agricultural resources, and that she has the opportunity and is fast endowing herself with the instrumentalities for obtaining a vaster internal commerce than any other city in the Union. Her manufactures are varied in kind and character, and conducted with less expense than those of any of her sister cities. Her population has been steadily swelled by the influx of emigration; her wares and merchandise find their market in every hamlet of the country, and compete in Europe with those of older countries. Her credit, whether municipal, individual, or corporate, is unimpeached and treasured as the most valuable of her jewels. It should be borne in mind in estimating St. Louis' position among the great centres of trade in this country that the territory strictly belonging to the system of rivers which empty into the Gulf of Mexico has an area of 1,683,000 square miles, including eighteen States and two Territories, with a population of 22,000,000, which is increasing at the rate of about thirty-two per cent. every ten years; and that this great region produced 300,000,000 out of the 450,000,000 bushels of wheat grown in the whole country in 1880, besides 1,200,000,000 bushels of corn out of a total produce for the same year of 1,500,000,000 bushels. The collection of this grain into the granaries of St. Louis is being carried on by the energetic men who have banded together to accomplish the great object of improving the trade and importance of their city. Elsewhere the transportation facilities and the storage capacity of the city have been fully described. This business, for which rail and river are competing, is vast enough for the capacity of both, and must in a short time be greatly in excess of the terminal facilities afforded by existing lines of communication. But St. Louis has also determined to become the leading cotton market, and in view of the railroad development ministering directly to her, it is certainly no vain assertion to say that her posi-

tion is now first among the cotton markets of the world. The opening of Northern Texas and the whole of Arkansas to immediate connection by rail with the Missouri commercial metropolis, and the probable increase of cotton culture in the Indian Territory, will give a back country capable of producing millions of bales annually for St. Louis to draw upon. She has already become the successful competitor with Houston, Galveston, and New Orleans for the distribution of the crop of the Southwest, and the encouragement received has justified her enterprising citizens in constructing the most complete and extensive warehouses for cotton storage in the world. The trade of St. Louis now controls the cotton trade in certain sections of Arkansas and the southern portion of Missouri, and has made such seductive bids for the crop of Texas that many counties in that State regard St. Louis as their most remunerative market.

It was said of St. Louis in 1849 that "her commercial prosperity is founded very largely, if not chiefly, upon what is called the 'produce trade,' " and the territorial limits of this trade were Illinois, Iowa, and Missouri.¹ Thirty years afterwards St. Louis competed, as we have seen, sharply with Chicago for the trade of Northern Missouri, Kansas, Southern Nebraska, Colorado, the Territories tributary to the traffic of the Union and Central Pacific Railroads, and for the transcontinental trade towards the Southwest, embraced in the southern and central portions of Missouri, the State of Arkansas, the larger part of the State of Texas, and the northwestern section of Louisiana, with the Indian Territory, and with California by the Southern Pacific Railroad. New Orleans finds in St. Louis a rival for the trade of Western and Northern Louisiana. The trade of the States east of the Mississippi and south of the Ohio finds competition at St. Louis with New Orleans, Louisville, Cincinnati, and Chicago, as well as the principal cities of the Atlantic seaboard. The trade limits of St. Louis east of the Mississippi and north of the Ohio cover Illinois, Indiana, and Ohio, and include the through traffic with the States of the Atlantic seaboard and with foreign countries. It is within these vast territorial limits that St. Louis gathers the surplus products of the people, and distributes to them the supplies and general merchandise of her energetic tradesmen, merchants, and manufacturers.

The railroads which converge upon and centre at St. Louis are the following :

¹ Governor Allen's address to the directors of the Pacific Railroad.

West Roads.

- Chicago, Alton and St. Louis Railroad (Missouri Division).
- Missouri Pacific Railroad.
- St. Louis and San Francisco Railroad.
- St. Louis, Wabash and Pacific Railway (West Branch).

South Roads.

- St. Louis, Iron Mountain and Southern Railroad.
- Missouri, Kansas and Texas Railroad.
- Belleville and Southern Illinois Railroad.
- Louisville and Nashville Railroad.
- Cairo and St. Louis Railroad.

East Roads.

- Ohio and Mississippi Railroad.
- Chicago, Alton and St. Louis Railroad (main line).
- Indianapolis and St. Louis Railroad.
- St. Louis, Vandalia, Terre Haute and Indianapolis Railroad.
- St. Louis, Wabash and Pacific Railway.
- Illinois and St. Louis Railroad.

North Roads.

- St. Louis, Wabash and Pacific Railroad (Iowa Division).
- Chicago, Burlington and Quincy Railroad (St. Louis Division).
- St. Louis, Keokuk and Northwestern Railroad.

The variations of the receipts and shipments of the commerce of St. Louis with the north are shown in the following table :

Year.	Received. Tons.	Shipped. Tons.
1871.....	297,680	93,842
1872.....	363,006	79,200
1873.....	353,206	80,806
1874.....	368,076	116,267
1875.....	286,318	122,751
1876.....	324,947	128,629
1877.....	233,158	114,827
1878.....	382,628	126,601
1879.....	445,621	132,760
1880.....	604,173	157,803

Turning to the east, we find a larger commerce even than that with the north. The total receipts from and shipments to the east were for the last decade :

Year.	Received. Tons.	Shipped. Tons.
1871.....	1,219,245	545,636
1872.....	1,341,545	688,264
1873.....	1,568,719	699,048
1874.....	1,540,632	746,037
1875.....	1,542,866	750,527
1876.....	1,510,527	1,026,291
1877.....	1,634,860	927,448
1878.....	1,770,548	1,119,406
1879.....	2,041,440	1,225,895
1880.....	2,508,704	1,325,004

From the south St. Louis received as well as shipped the following commerce :

Year.	Received. Tons.	Shipped. Tons.
1871.....	1,109,801	695,531
1872.....	1,392,080	836,089
1873.....	1,339,688	838,123
1874.....	1,196,534	767,819
1875.....	1,371,670	738,632
1876.....	1,310,534	696,577
1877.....	1,339,649	798,802
1878.....	1,290,606	832,018
1879.....	1,649,272	995,346
1880.....	1,853,577	1,492,216

The western commerce of St. Louis is exhibited for ten years in the following table :

Year.	Received. Tons.	Shipped. Tons.
1871.....	555,996	395,371
1872.....	605,652	406,393
1873.....	784,620	320,695
1874.....	793,216	307,878
1875.....	595,441	328,635
1876.....	974,467	408,678
1877.....	901,206	409,443
1878.....	1,056,225	417,209
1879.....	1,215,715	608,860
1880.....	2,023,930	818,182

For the better comparison of the extraordinary growth of the commerce of St. Louis during the last decade, the following table groups the tonnage of all the sections :

Year.	North.	East.	South.	West.	Total.
1871....	391,552	1,764,887	1,805,332	951,367	4,913,102
1872....	442,206	2,029,809	2,228,169	1,012,045	5,712,229
1873....	434,012	2,267,767	2,177,811	1,105,315	5,984,905
1874....	484,343	2,286,069	1,964,353	1,101,094	5,835,859
1875....	409,069	2,293,393	2,110,302	1,024,076	5,836,840
1876....	453,576	2,536,318	2,007,111	1,333,145	6,380,150
1877....	347,985	2,562,308	2,138,451	1,310,649	6,359,393
1878....	509,229	2,889,954	2,122,624	1,473,434	6,995,241
1879....	578,381	3,267,335	2,644,618	1,824,575	8,314,909
1880....	761,976	3,833,708	3,345,793	2,842,112	10,783,589

In these ten years the commerce of St. Louis increased northward from 391,522 tons in 1871 to 761,976 tons in 1880; towards the east from 1,764,881 tons in 1871 to 3,833,708 tons in 1880; towards the south from 1,805,332 tons in 1871 to 3,345,793 tons in 1880; towards the west from 951,367 tons in 1871 to 2,842,112 tons in 1880; and the total grew from 4,913,102 tons in 1871 to 10,783,589 tons in 1880.

The rapidity of the growth of this commerce will be more easily comprehended by considering the proportion of tonnage for the years 1880, 1879, and 1878:

DIRECTION.	1880.		1879.		1878.	
	Tons.	Per Cent.	Tons.	Per Cent.	Tons.	Per Cent.
North.....	761,976	7.07	578,381	6.95	509,229	7.28
West.....	2,842,112	26.35	1,824,575	21.95	1,473,434	21.06
South.....	3,345,793	31.03	2,644,618	31.80	2,122,624	30.35
East.....	3,833,708	35.55	3,267,335	39.30	2,889,954	41.31
Total.....	10,783,589	100.00	8,314,909	100.00	6,995,241	100.00

It will be observed from these tables that the commerce of St. Louis towards the east was larger in 1880 than in any other direction, and a much larger traffic passes over the great bridge than is transported on the river. In direct trade with foreign countries in 1880, the value of eastward shipments by rail *via* Atlantic ports was seventy per cent. greater than the value of the shipments southward *via* the

Mississippi River, the values standing for eastward or *via* Atlantic ports at \$17,000,000, and southward or *via* New Orleans at \$10,000,000.

As illustrating the course of the internal commerce from St. Louis, the following movements of cotton, grain, flour, provisions, and live-stock will be found instructive :

Articles.	Direction.	1880.	1879.
Cotton, bales.....	Shipped south.....	5,417	7,208
" ".....	" east.....	466,975	317,269
" ".....	" elsewhere.....	5,827	1,289
Wheat, bushels.....	" south.....	6,202,586	2,518,547
" ".....	" east.....	4,927,389	4,684,093
" ".....	" elsewhere.....	183,904	99,436
Corn, bushels.....	" south.....	12,962,076	5,287,394
" ".....	" east.....	4,591,944	3,009,775
" ".....	" elsewhere.....	17,302	13,836
Flour, barrels.....	" south.....	1,350,442	1,049,504
" ".....	" east.....	1,912,171	1,927,490
" ".....	" elsewhere.....	30,090	68,041
Flour and grain ¹	" south.....	28,377,271	15,134,163
" ".....	" east.....	19,565,975	17,952,999
" ".....	" elsewhere.....	388,737	589,282
Hog products, pounds..	" south.....	150,944,883	158,639,570
" ".....	" east.....	45,388,116	53,669,511
" ".....	" elsewhere.....	3,913,027	3,892,698
Cattle, number.....	" east, by rail....	1,774	2,041
" ".....	" south, by rail..	219,350	219,416
" ".....	" elsewhere, by rail.....	5,474	4,798
" ".....	" by river in all directions....	2,281	.....
Sheep, number.....	" south, by rail..	5,690	2,441
" ".....	" east, by rail....	72,384	76,286
" ".....	" elsewhere, by rail.....	12,421	9,374
" ".....	" by river in all directions....	3,027	.....
Hogs, number.....	" south, by rail..	4,323	5,401
" ".....	" east, by rail....	769,323	679,513
" ".....	" elsewhere, by rail.....	5,642	1,815
" ".....	" by river in all directions....	1,481	.....

The percentage of the shipments of *cotton* towards the south in 1880 was 1.13, and towards the east 97.65, and 1.22 in other directions; of *wheat*, 54.82 per cent. went south, and 43.55 per cent. went east, 1.63 per cent. in other directions; of *corn*, 73.77 per cent. went south, 26.13 per cent. went east, 0.10 per cent. in other directions; of *flour*, 41.01 per cent. went south, 58.07 per cent. east, and 0.92 per cent. in other directions; of *grain*, etc., 58.45 per cent. went south, 40.47 east, and 1.08 in other directions; of *hog products*, 75.38 per cent. went south, 22.67 per cent. east, and 1.95 per cent. in other directions; of *cattle*, 0.77 per cent. went south, 95.84 per cent. east, and 3.39 per cent. in other directions; of *sheep*, 6.38 per cent. went south, 77.40 east, and 16.22 in other directions; of *hogs*, 0.56 per cent. went south, 98.52 per cent. east, and 0.92 in other directions.

The steady expansion of the commerce of St. Louis is shown by the increase during 1880 over 1879 of the shipments of flour and grain from St. Louis to the east and to the south, the former of which increased 1,602,976 bushels, or 8.9 per cent., and the latter 13,243,108 bushels, or 87.05 per cent.; in 1879 the shipments to the east exceeded those to

¹ Including wheat, corn, rye, oats, barley, and flour, at five bushels to the barrel.

the south by 2,818,836 bushels, but in 1880 the shipments to the south exceeded those to the east by 8,821,296 bushels; in 1879 about 53 per cent. of the shipments was to the east, but in 1880 nearly 59 per cent. of the total shipments was to the south; the total shipments for 1880 exceeded those for 1879 by 14,645,559 bushels. The receipts of flour at St. Louis in 1880 exceeded those for 1879 by 100,000 barrels; those of wheat increased 4,000,000 bushels; of corn, 9,000,000 bushels; of oats, 600,000 bushels; and of barley, 730,000 bushels; while the receipts of rye decreased 250,000 bushels as compared with 1879.

There is a wide disparity of opinion in regard to the limits of the territory actually tributary to St. Louis, and consequently the extent of the products controlled by that city. We wish to present both views, that which is less favorable to the pretensions of St. Louis and that which is more favorable. We will state in advance that we incline to accept the claim for the wider horizon and the broader destiny. No city has a grander geographical site, and none a more generous and nobler population. If these two, working together in steadfast co-operation,—intelligence reverently and diligently utilizing and applying the gifts and largess of nature, the stored-up forces and conserved energies of immemorial ages,—cannot make a great city and a great centre of trade, then nothing can. Anyhow, it is proper that a city should have implicit confidence in its resources. As Col. George E. Leighton, president of the Missouri Historical Society, said, in his very intelligent and thoughtful address at the last annual meeting, Jan. 16, 1883, "A living interest and belief in the real greatness of a city will alone make it great. Such a feeling is contagious, and if we but do our part, we can impress ourselves and others with the belief that we have in St. Louis a city worthy of our interest, and of our labors to make it attractive in all those directions which ennoble, dignify, and refine our lives, as well as in those which minister to its material progress."

Mr. Joseph Nimmo, Jr., chief of the Bureau of Statistics of the Treasury Department, Washington, in his very comprehensive and suggestive report on the "Internal Commerce of the United States," submitted to Secretary of the Treasury Windom, July 1, 1881, attempts to define the "territorial limits of the commerce of St. Louis." What he says is as follows:

"It is deemed proper in this connection to present a general description of the range of the commercial activities of St. Louis, such as was presented in a preceding report on the internal commerce of the United States, with such modifications as the

changed conditions of trade and of transportation have rendered necessary.

"The limits of the trade of St. Louis cannot be precisely defined, nor can the limits of the trade of any other great commercial city, as each city is either directly or indirectly the competitor of every other commercial city. St. Louis has direct trade with San Francisco, with St. Paul, Minn., with Chicago, with New Orleans, with the principal Atlantic seaports, and with many of the principal ports of Europe. This is also true of other great commercial cities, both at the West and on the seaboard. But in the sense of being the principal market for the sale of general merchandise, and for the purchase of surplus agricultural products of the surrounding country, the territorial extent of the commerce of St. Louis may be described as follows:

"The commerce of St. Louis west of the Mississippi River and north of the State of Missouri is quite small, the city of Chicago having secured the principal control of that trade by means of the system of east and west roads centring in that city.

"St. Louis competes sharply with Chicago for the trade of Northern Missouri, Kansas, Southern Nebraska, Colorado, the Territories tributary to the traffic of the Union and Central Pacific Railroads, and for the transcontinental trade with the States of the Pacific coast, and mainly controls so much of the trade towards the Southwest as is embraced in the southern and central portion of Missouri, the State of Arkansas, the larger part of the State of Texas, and the northwestern section of Louisiana. For the trade of Kansas, the northern part of Texas, and the Indian Territory, St. Louis meets an active competition in the commercial enterprises of Chicago.

"The advent of railroads as highways of commerce has led to many changes, not only in the limits of the commerce of cities, but also in their relation to each other. This fact is strikingly illustrated with respect to the commerce of St. Louis and of New Orleans. Twenty years ago almost all the commercial interests of these two cities were mutual and reciprocal, but to-day, with respect to the large and rapidly-growing southwestern commerce, St. Louis is a formidable rival of New Orleans. This new condition of affairs has resulted mainly from the construction of the St. Louis, Iron Mountain and Southern Railroad and connections, and the Missouri, Kansas and Texas Railroad. These lines, by their extension into Arkansas, Western and Northern Louisiana, and Texas, have not only invaded a section formerly embraced within the trade limits of New Orleans, but they have been the instrumentalities through which a very large commercial development has taken place within this highly productive section. The railroads referred to have invited a large immigration into these States, and trade and industry have thus been greatly promoted. Not only are the surplus products of a large part of the State of Arkansas, as well as of parts of Louisiana and Texas, shipped to St. Louis and other northern cities for a market, but, in return, general merchandise is shipped to those States.

"By the completion of the railroad line from New Orleans to Houston, the former city has become a direct competitor with St. Louis for a large part of the traffic of the railroads of Texas. The competition of New Orleans for the trade of Texas will undoubtedly become sharper upon the completion of the railway line designed to connect that city with Shreveport, La., at which point connection will be made with the Texas Pacific Railroad and its connecting lines.

"For the trade of the States east of the Mississippi River and south of the Ohio River, St. Louis meets the active competition of the trade of New Orleans, Louisville, Cincinnati, and Chicago, and of the principal cities on the Atlantic seaboard.

The trade of St. Louis with those States has exhibited no material increase for several years.

"The trade limits of St. Louis east of the Mississippi River and north of the Ohio River, not including the through traffic with the States of the Atlantic seaboard and with foreign countries, embrace a considerable portion of the State of Illinois and extend into Indiana and Ohio. This is a commerce almost entirely by rail, only a very small percentage of it being carried on by means of boats plying on the Mississippi and Illinois Rivers. All this trade, with the exception of that in the immediate vicinity of St. Louis, is highly competitive as between Chicago, Toledo, and St. Louis. This applies both to the purchase of agricultural products and to the sale of supplies and general merchandise. The state of the markets at these rival cities determines the course of trade of this section at all times.

"The commerce of St. Louis with the States and Territories already referred to has as its distinguishing characteristics the purchase of the surplus products of those States and Territories and the sale of merchandise for consumption within such territorial limits. But the commerce of St. Louis with the Atlantic seaboard States and with foreign countries presents itself under an entirely different aspect."

Mr. Nimmo at this point speaks of the railroads which centre at St. Louis and the sharp competition of the east-bound trunk lines, a matter which it is not necessary to discuss now or here. There are two reasons for this: in the first place, the rates of competition are so fluctuating and uncertain that there is

no standard, as there is also neither good policy, established policy, honor nor honesty in the competition for freight from the west to the Atlantic seaboard cities. These things will finally adjust themselves, and in the final adjustment it will be "devil take the hindmost." But in the mean time, so long as "pooling" corrects distance, no scale of rates can be permanently laid down. We have nothing but expedients, and very temporary ones at that, and St. Louis can afford to wait until time, which adjusts everything else, has adjusted this also. In the second place, St. Louis possesses a regulator of freight rates to eastern seaports which, she is fain to believe, will finally reconstruct everything, and especially readjust the "differential rates" entirely in her favor. This regulator is the Mississippi River, which, no matter what railroad managers may say, intends to have a potential voice in the final adjustment of freight rates from western trade centres to European markets, and will not be ignored, belittled, or frightened by any of their "statements."

The area of country really and actually tributary to St. Louis, the more sanguine friends of its commerce in the future claim, is as follows:

STATES AND PARTS OF STATES TRIBUTARY TO ST. LOUIS, THEIR POPULATION, RAILROADS, AND PRODUCTS, 1879-80.

STATES.	Population.	Miles of Railroad.	Wheat.	Corn.	Oats.	Rye.	Barley.	Number of Live-Stock.
Missouri.....	2,168,804.	4434	24,966,627	202,485,723	20,670,958	535,426	123,631	7,611,671
Arkansas.....	802,564	620	1,269,730	24,156,417	2,219,822	22,387	1,952	.....
Kansas.....	995,966	1957	17,324,141	105,729,325	8,180,385	413,181	300,273	2,814,383
Nebraska.....	152,433	3083	13,847,007	65,150,435	6,555,875	424,348	1,744,686	1,836,286
Illinois (½).....	1,539,384	5645	25,555,251	162,896,240	36,594,600	1,591,897	614,761	.....
Iowa (½).....	812,310	1539	15,577,102	137,512,123	25,305,295	759,302	2,011,294	2,408,071
Texas (½).....	771,287	3400 ¹	1,283,880	14,532,586	2,446,679	12,699	36,393	8,665,221
Kentucky (½).....	824,354	1065	5,678,056	36,426,131	2,290,369	334,025	243,163	.....
Indian Territory.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee (½).....	771,231	792	3,665,676	31,882,214	2,361,095	78,209	15,009	.....
Colorado.....	194,649	727	1,425,014	455,968	640,900	19,465	107,116	1,985,119
New Mexico.....	118,430	715	706,641	633,786	156,527	240	25,026	.....
Louisiana (½).....	470,051	681	2,517	4,953,094	114,920	506	.....	.....
Mississippi.....	1,131,592	1448	218,890	21,340,800	1,959,620	5,134	174	.....

¹ All the Texas railroads are tributary to St. Louis, so also are the Texas cattle and other live-stock.

Cotton and other products are given in other tables. The above table is supposed to represent the States which send or are to send their products to St. Louis. The States and Territories which St. Louis supplies more or less with goods, either of her own manufacture or through the jobbing trade, are exemplified in a statement of Mr. E. C. Simmons, president of the Simmons Hardware Company of St. Louis:

"We purchase goods at many points throughout the Northern as well as Eastern States, from the Mississippi River east to Providence and Boston. There are also many manufacturers of goods in our line here in St. Louis from whom we draw supplies. We have goods manufactured at several of the principal penitentiaries of the country. We also still import largely of

certain lines of goods chiefly from England and Germany, and some from France and Switzerland. All of our goods, both domestic and foreign, are shipped to us direct on through bills of lading.

"The range of our sales is very wide indeed. We sell goods as far east as Indiana, north as far as Wisconsin and Minnesota, Dakota, Idaho, and Wyoming, west as far as Colorado, Utah, Montana, Nevada, Arizona, New Mexico, and California, and south to the Gulf of Mexico. We also have trade in Alabama and Georgia, Tennessee and Kentucky, with some scattering trade in North Carolina and Virginia, Ohio and Michigan.

"This widely extended business is chiefly done through commercial travelers or agents employed by our house. The whole territory is divided up into districts, each district being in the particular charge of one of our commercial travelers, who is held responsible for the maintenance and extension of trade within his district. He is also expected to keep the house informed in

regard to the competition which he meets from every point, from other business houses in this city and in other cities, also as to crops and facts of interest touching the influence of competing rail rates. The limits of our trade depend very largely upon the rates for transportation which we have to meet from competing business houses in other cities.

"At present we have thirty-one commercial agents employed.

"Nineteen-twentieths of our trade is by rail. The great advantage afforded by rail transportation is the readiness and quickness with which goods can be distributed. All we have to do is to ship goods by rail on a through bill of lading to a remote point. They may pass over three or four different railroads, but the railroad companies attend to transshipment from the line of one company to that of another.

"Insurance is a thing that bears heavily against water shipments. Merchants will buy goods from points where they will reach them quickest. Take, for instance, Corsicana, Texas. The all-rail rate from St. Louis is \$1.25 to \$1.50 per one hundred pounds, and from New York by Morgan line it is but fifty to seventy-five cents per one hundred pounds; still, on account of the quicker transportation, the merchants buy most of their goods in St. Louis, and ship by rail. In our trade east of this point we find a very sharp competition from Chicago, but we do not meet much competition from Chicago in Missouri south of this point, or in the Indian Territory, Arkansas, or Texas. All that we regard as especially our territory.

"Throughout the States south of the Ohio and east of the Mississippi River, viz.: Kentucky, Tennessee, Mississippi, Alabama, Georgia, and Louisiana, and some little in North Carolina, we meet the competition of Louisville and Cincinnati merchants, and also a very vigorous competition from New York. Our best trade may be said to be in Iowa, Illinois, Missouri, Kansas, Arkansas, and Texas."

The foregoing statement in regard to the range of the business of a single house, both in its territorial extent and in the degree to which its management involves the exercise of executive and administrative ability, affords a striking illustration of the manner in which the wholesale or jobbing trade is carried on at the present time. In the range of its activities and in the methods employed, the commerce of the present day is widely at variance with all ideas of trade which prevailed even thirty years ago. At all the points where purchases are made by the business house above referred to, purchases are also made by merchants doing business in a hundred rival towns and cities. Throughout almost the entire area in which the sales of this business house are made, competition is also met from business houses in Chicago, Louisville, Cincinnati, New York, Boston, Philadelphia, Baltimore, and many other towns of lesser magnitude.

St. Louis competes with Louisville and other cities in the manufacture of tobacco, selling all the Missouri product. In the sale of dry-goods, clothing, and groceries, she competes, on their own territory, with Galveston, New Orleans, Mobile, Nashville, Louisville, Cincinnati, and Chicago; New York, Philadelphia, Boston, and Baltimore sometimes invading her territory. In the distribution of corn whiskey, as well as

in its manufacture, she competes with Cincinnati and Louisville, Indianapolis and Peoria. In the manufacture and distribution of malt liquors, St. Louis controls the whole Southern and Western trade, in conjunction with Cincinnati and Milwaukee. The drug trade of the lower Mississippi, Texas, Arkansas, Kansas, etc., is controlled by St. Louis. In wood and willowware, St. Louis has all the South and West, even Tennessee. One house in this city is known to be the largest distributing house in the United States. In queensware, St. Louis supplies the Southwest. In stoves its only rivals are Cincinnati and Pittsburgh.

It is thus apparent that St. Louis has a *productive* commerce as well as a *distributive* one. This is greatly in her favor, as the productive trade is more profitable as well as more durable and certain. Properly defined, distributive commerce includes all trade which is accompanied by a movement to or from the city, considered of commodities that are neither altered nor produced within its limits. With relation to this form of commerce a city is a point of exchange. Productive commerce includes all trade which exists or arises between a city and its markets as a result of manufacturing or altering commodities within its boundaries. With relation to this form of commerce a city becomes a manufacturing centre.

Now, since the influences which are favorable to the distributive trade of a city form only one set of advantages necessary to make that city a desirable manufacturing centre, and since it is possible that a city may be very desirable as a point of production without having any of the elements to make it a successful point of exchange, it follows that a city may have at least two well-defined areas of trade, one for its productive and the other for its distributive commerce. And it will, therefore, be desirable to learn the position occupied by each of these elements in order to arrive at the commercial situation and prospects of the city under consideration.

In a given area the relations of commerce to avenues of transportation are so intimate and so reciprocal, either capable of acting towards the other as cause or effect, that an understanding of the one not only involves a knowledge of the other, but an intelligent consideration of either is best promoted by making it an exponent of the other, and dividing the former into such areas or epochs as naturally pertain to its correlative.

The history of railroad progress in the territory south of the Ohio River and south of the State of Missouri shows that prior to the latter part of the year 1860 there were no through rail trunk lines running north and south in any part of said territory.

The trunk lines of transportation in this section were water highways, and while the railroad interests of the whole country were rapidly developing during the twenty years previous to that date, yet they had not become the leading commercial highways. Hence in the following remarks on commercial influences we designate the period prior to 1860 as the era of water transportation, or the era of western development.

For a like reason, since the year 1860, as the tendency of railroads in this southern territory has been so largely towards the formation of through trunk lines, both by the construction of missing links and by the consolidation of local roads, and as the movements of commerce since that date have taken place so essentially over railroad highways that water avenues have assumed a secondary position and influence, the period covered by the last twenty years may be commercially termed an era of railway transportation.

During the era of western development the commerce of the entire United States followed essentially an east and west movement, and this movement still, as applied to the total commerce of our country, is probably the largest one.

During the era of railroad transportation, most of the changes in the commercial highways of the interior have tended to foster a north and south movement of commerce, and the development of that movement has been so rapid that it promises to become a formidable rival to the ancient monopoly.

It is a universal accompaniment of distributive commerce that as railroads extend facilities for its movement, they are liable at the same time to give like facilities to smaller as well as larger centres. Hence the very instrument which tends to develop a city's distributing powers places the means at the disposal of its tributaries to make of themselves active competitors. In other words, an extension of railway facilities in a country tends to increase the number and decrease or rather equalize the size of distributive centres. This tendency is mostly a subordinate one, but it is not on that account to be lost sight of.

Furthermore, in a distributive commerce avenues of transportation are always the elements of primary importance in marking out its course and defining its limits, while with productive commerce transportation avenues may be secondary considerations.

A town may be a very active distributing centre, and all of the elements of its prosperity appear to be permanent, but every change in its railway outlets and avenues must vitally affect its welfare for better or worse, according to the nature of the change.

Examples of towns almost annihilated by changes in transportation facilities are frequently to be found

in the South, *because in the South commerce has been almost wholly distributive.* The town of Jefferson, Texas, furnishes a notable example. From 1865 to 1870, when she formed the terminus of navigation on Red River, and supplied with merchandise a section through Texas, Arkansas, and the Indian Territory, extending northwest, west, and southwest for two or three hundred miles, she had ten thousand people, and every prospect seemed to promise her lasting prosperity. The Texas and Pacific Railroad with its through connections was formed, passing through the town itself, while already to the west the Houston and Texas Central, with its supplementary connection, the Missouri, Kansas and Texas Railroad, had cut off its far western trade, so that to-day Jefferson is a way station, with deserted wharves, and her population of barely two thousand people are selling whole blocks (whose stores used to rent for one hundred and fifty and two hundred dollars per month) for the bare bricks which their walls contain.

It is true, therefore, that centres of distributive commerce are built upon foundations of sand, whilst a city grown great through a productive commerce will always possess a material element of prosperity; also that the trade limits of a distributing centre more nearly correspond with the area whose crops it markets than do such limits of a productive commerce, the latter being almost wholly independent of that area as defining its extent and location.

Again, the distributive commerce of the interior consists most largely of an east and west movement,—*i.e.*, exchanges between points east of the western boundary of Pennsylvania and north of Mason and Dixon's line, and points west of the western boundary of Pennsylvania and south of the Ohio River and State of Missouri.

The era of railway transportation has been also one essentially of the building up in the West of manufacturing industries, giving to small towns a commercial significance which makes them important competitors for trade in the South.

A single accompaniment of productive commerce may here be mentioned, which will show how largely the fostering of such commerce adds to the wealth of a city. The figures given are underestimates rather than overestimates, and they embody the principle:

A ton of cast iron is worth, say.....	\$35
If made into wrought iron it may have a value of....	80
If the wrought iron be converted into steel it is worth	120 to 200
If the steel be manufactured into agricultural tools	
it is capable of bringing, say.....	400
If, instead, it be converted into knife-blades, they	
will sell for.....	30,000
Or, finally, if it be made up into the balance-springs	
of watches its value may become over.....	100,000

The factor of profit which is thus under proper circumstances capable of converting thirty-five dollars' worth of cast iron into one hundred thousand dollars' worth of watch-springs is LABOR; and it is evident that, if these operations were carried on in a single town, the added wealth which would result to that town from the entering of a single ton of metal into its productive commerce would be many thousand per cent. of the original value of the material. The mere handling of this ton of metal, or the result of its entering into the distributive commerce of the city interested, could hardly under any circumstances amount to twenty-five per cent. of its original value.

And while the above may be, and undoubtedly is, an extreme case, it is nevertheless a possible and an actual case in some localities; and the principle embodied in this single instance is true of by far the largest proportion of manufactured articles, viz.: that the labor entering into their production bears a larger ratio to their value than the actual cost of material.

This is the sort of trade which has made Boston and Philadelphia so rich, and contributes annually such vast sums to the grand resources of Great Britain. It is the sort of trade which St. Louis expects to control when her resources are more fully in play.

In the mean time, the actual movements of produce and merchandise at St. Louis, as distinguished from the possible and prospective, have been as follows, taking the census year for convenience of comparison:

GRAIN SHIPMENTS from St. Louis towards the east by rail, and towards the south by river and by rail, each year, from 1871 to 1880, inclusive.

Table showing grain shipments from St. Louis towards the east by rail and towards the south by river and by rail, from 1871 to 1880. Columns include Year, East by Rail (Bushels), South (By River, By Rail) (Bushels).

STATEMENT showing the increase in the commerce, population, and value of property of St. Louis from 1865 to 1880.

Table showing the increase in commerce, population, and value of property of St. Louis from 1865 to 1880. Columns include 1865, 1880, Increase, and Per Cent. of Increase.

¹ 1867. ² Decrease. ³ 1866.

STATEMENT showing Amount of Freight, in Tons, received at St. Louis by each Railroad and River for Ten Years.

Large table showing the amount of freight in tons received at St. Louis by each railroad and river for ten years (1870-1879). Columns include Route, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873.

In addition to the receipts of 1880 by upper Mississippi River by boats, there was received 198,315 tons of lumber, logs, and shingles by rafts. " " 1881 " " " " " " 356,020 " " " " " " " " 1882 " " " " " " " " 271,490 " " " " " " " " " "

Showing the Amount of Freight, in Tons, shipped from St. Louis by each Railroad and River for ten years.

ROUTE.	1882.	1881.	1880.	1879.	1878.	1877.	1876.	1875.	1874.	1873.
Missouri Pacific Railroad (Main Line).....	678,706	709,814	407,030	272,250	196,955	202,966	203,169	151,980	171,987	162,435
St. Louis & San Francisco Ry.....	180,227	185,147	122,787	78,755	44,495	45,898	51,150	34,881	30,133	39,902
Wabash, St. Louis & Pac. R.R. (West Brch.)...	246,049	254,902	209,604	197,219	153,294	137,394	134,999	116,674	85,368	90,488
Chicago, Alton & St. Louis R.R. (Mo. Div.)...	90,990	72,393	62,346	45,596	.....	.....	.....	.....	.....	.....
St. Louis, Iron Mountain & Southern R.R. ...	549,991	600,929	390,069	288,768	222,641	215,731	193,833	211,725	155,181	122,605
Missouri Pacific Railroad (Texas Division)...	248,998	79,866	66,555	61,226	45,039	47,523	45,131	40,635	39,337	54,956
Cairo Short Line Railroad.....	139,339	135,393	111,609	91,428	68,027	66,992	38,909	76,092	37,753	39,917
Louisville and Nashville Railroad.....	81,164	64,199	87,037	41,586	49,416	29,350	30,249	25,944	44,845	53,000
St. Louis and Cairo Railroad.....	23,356	22,862	16,391	13,298	12,405	11,806	4,970	13,961	13,968	5,520
Ohio and Mississippi Railroad.....	195,717	204,006	184,975	141,182	136,677	144,065	207,905	108,998	145,914	158,523
Chicago, Alton & St. Louis R. R. (Main Line).	293,830	252,465	268,309	318,754	256,444	174,454	149,285	135,647	97,885	81,158
Chicago, Burlington & Quincy R. R. (east)...	32,808	25,098	.....	.....	.....	.....	.....	.....	.....	.....
Indianapolis and St. Louis Railroad.....	296,209	246,169	218,859	152,955	157,644	183,817	217,786	138,307	175,389	452,669
St. Louis, Vandalia, Terre Haute & Ind. R.R.	265,981	281,299	247,656	272,579	190,685	142,713	140,178	137,884	139,831	100,544
Wabash, St. Louis & Pacific Ry. (East'n Div.)	239,352	192,109	246,337	233,070	279,753	199,242	201,580	74,837	62,618	68,204
Illinois and St. Louis Railroad.....	9,001	9,930	13,573	11,280	7,803	4,637	5,537	7,359	10,000	6,595
Wabash, St. Louis & Pacific R.R. (Iowa Brch.)	16,713	13,520	9,923	18,665	13,452	15,672	13,846	13,772	8,921	9,289
Chicago, Bur. & Quincy R.R. (N. & N. W. Div.)	139,925	85,455	69,678	41,197	45,829	30,590	21,423	12,754	11,546	9,551
St. Louis, Keokuk & Northwestern Railroad..	20,104	27,356	22,942	5,908	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	71,325	54,295	55,260	66,990	.....	62,565	93,360	96,225	95,800	61,966
Lower Mississippi River.....	610,205	730,185	813,080	499,040	434,490	426,725	379,970	367,235	469,065	525,445
Illinois River.....	4,690	5,175	9,935	9,140	18,300	16,420	20,560	18,470	13,640	11,695
Missouri River.....	11,980	13,720	16,415	15,040	22,465	23,185	19,360	25,100	20,390	27,810
Ohio River.....	66,010	77,600	135,360	86,935	72,100	62,100	83,460	129,025	100,660	119,660
Cumberland and Tennessee Rivers.....	1,150	1,100	1,315	.....	.....	10	3,515	1,560	2,225	2,040
Red, Onachita, Arkansas, and White Rivers..	4,545	1,950	6,160	.....	.....	665	.....	1,480	5,445	34,640
Total in tons.....	4,519,065	4,846,937	3,793,205	2,962,861	2,495,234	2,250,520	2,260,175	1,940,545	1,938,001	1,938,672
Total by rail.....	3,749,160	3,462,912	2,755,680	2,285,716	1,880,559	1,652,850	1,659,950	1,301,450	1,230,676	1,155,416
Total by river.....	769,905	884,025	1,037,525	677,145	614,675	597,670	600,225	639,095	707,325	783,256

The total tonnage of freights received at and shipped from St. Louis each year from 1871 to 1880, inclusive, is indicated in the following table:

Calendar Year.	Tons Received and Shipped.	Calendar Year.	Tons Received and Shipped.
1871.....	4,913,102	1876.....	6,380,150
1872.....	5,712,229	1877.....	6,359,393
1873.....	5,984,905	1878.....	6,995,241
1874.....	5,835,859	1879.....	8,314,909
1875.....	5,836,840	1880.....	10,783,589

But St. Louis is not content with these results, gigantic as they are, and rapid as has been the growth and development of the trade of which they are the indices. Dr. Samuel Johnson, when he was witnessing the sale of the plant and effects of Thrale's brewery, was asked what he could find in such a scene to interest him. "I see all around me, sir," he answered, "the *potentiality* of great riches." That is what St. Louis beholds in her exceptionally great resources and favorable site, and her people will never rest while these things, possessions and promises, remain undeveloped and unutilized.

All the cotton received at St. Louis, no matter what its destination, and no matter how consigned, *breaks bulk there*, is handled, compressed, and re-shipped. Thus St. Louis makes some profit out of every bale received. Before Chicago, by means of her railroad, lake, and canal facilities, secured the lion's share of the east-bound carrying trade in breadstuffs and provisions, and so had her fortune made, every pound of Western produce and Western merchandise, destined no matter where, up the river or down, broke

bulk at St. Louis, and that city made a profit in it. This trade, this control of trade, St. Louis seeks once more to restore by renewing the supremacy of what was its source and medium, the Mississippi River.

This is not a dream. It is not one of Governor Allen's "barren idealities." On the contrary, it is a legitimate trade expectation, which may be realized at almost any moment. St. Louis had this control of trade once through superior facilities and unrivaled cheapness of transportation. The same facilities exist now in a much greater degree, and the cheapness also. The opportunity to make full use of them has not quite arrived, on account of various causes and obstructions.

But in the mean time certain facts stand out in *alto relievo*, and none of the commercial rivals and competitors of St. Louis can deny them.

1st. Chicago and New York dread the completion of the Welland Canal, because by that route grain from the former city can be delivered in Liverpool *via* the Strait of Belle Isle at rates with which New York cannot compete. In other words, Chicago, to maintain her grain trade, must transfer it from New York to Montreal.

2d. But that route is closed five months in every year by ice.

3d. St. Louis is not afraid of the competition of Montreal and the Welland Canal, because she can deliver grain in Liverpool cheaper by the Mississippi River route than it can possibly be delivered by any other route. This has been proved, and will be

demonstrated again still more conclusively. At present all that need be shown in this connection is results, accomplished facts.

SHIPMENTS OF BULK GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS FOR ELEVEN YEARS, FOR EXPORT.

YEAR.	Wheat.	Corn.	Rye.	Oats.	Totals.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
1880.....	5,913,272	9,804,392	45,000	.....	15,762,664
1879.....	2,390,897	3,585,589	157,424	30,928	6,164,838
1878.....	1,876,639	2,857,056	609,041	108,867	5,451,603
1877.....	351,453	3,578,057	171,843	.....	4,101,353
1876.....	37,142	1,737,237	.....	.....	1,774,379
1875.....	135,961	172,617	.....	.....	308,578
1874.....	365,252	1,047,794	.....	10,000	1,423,046
1873.....	.....	1,373,969	.....	.....	1,373,969
1872.....	.....	1,711,039	.....	.....	1,711,039
1871.....	.....	309,077	.....	3,000	312,077
1870.....	66,000	.....	.....	.....	66,000

Mr. Joseph Nimmo, Jr., in his notable report of 1881 on the internal commerce of the country, says that

“The regulating influence of the interior water lines is limited and conditioned by the fact that it is operative with respect to the internal commerce of the country mainly through the great interior markets, and notably those of Milwaukee, Chicago, St. Louis, Peoria, Toledo, Detroit, Louisville, and Cincinnati. This results from the fact that the movements of commerce are directed by the trade forces rather than by the transportation forces of the country. In the transportation of the surplus products of the Western and Northwestern States to the seaboard and to foreign countries, the regulating influence of the Mississippi River is rendered effective mainly through the markets of St. Louis, and the regulating influence of the northern water line is rendered effective mainly through the markets of Milwaukee and Chicago, but also to a considerable extent through the markets of Duluth, Detroit, and Toledo.

“The competition of commercial forces exerts an important influence in determining the relative magnitude of the various trade currents of the country. The constituent elements of the trade forces of cities are, first, a large community of intelligent and enterprising merchants having an extensive knowledge of commercial affairs; and, second, the requisite capital in the hands of these men available in the pursuits of trade. These forces at Chicago, at Milwaukee, at St. Louis, and at other commercial cities of the interior arrest the surplus products of the West in their eastward or southward movement, such products usually reaching those cities by rail. At these points the option is first presented of transportation by water or by rail. A thousand trains a day may pass through towns situated on the lakes or on the rivers where these agencies and facilities for carrying on a large commerce do not exist, and yet the water lines will exercise no perceptible influence over the rates charged on the railroads. This is strikingly illustrated in the case of the railroads which cross the Mississippi River over bridges at thirteen different points between St. Paul and St. Louis. The river rates exert no marked influence over the rail rates from the fact that at very few of those points is there the controlling influence of a market for Western products with its constituent elements, viz., a body of men educated in the mercantile profession and controlling the requisite amount of capital actually employed in trade or invested in warehouses and other instrumentalities for the successful prosecution of trade. The rail-

roads are not at those points, in a commercial sense, tributary to the river, but, on the other hand, to the extent to which the river towns are local markets for the purchase of surplus products of the trans-Mississippi States, the river becomes tributary to the railroads.

“It is only at Chicago, Milwaukee, and a few other lake ports, and at St. Louis that direct competition between rail and water transportation presents itself to any considerable extent, in so far as relates to the regulating influence exerted by the two great water lines over the rates which may be charged on railroads. The extent to which the regulating influence of the two great interior water lines is rendered operative through the principal primary grain markets of the country is illustrated by the fact that of the total eastern and southern movement of grain, amounting during the year 1880 to 400,000,000 bushels, about 320,000,000 bushels, or 80 per cent., was marketed at the seven primary markets of the West, viz., Milwaukee, Chicago, Duluth, St. Louis, Peoria, Toledo, and Detroit; and that only about 80,000,000 bushels were shipped direct from the Western and Northwestern States to the Atlantic seaboard.

“Of the total grain receipts at St. Louis during the year 1880, amounting to 47,697,066 bushels, 40,121,733 bushels, or 84 per cent., was received by railroads, and only 7,575,283 bushels, or 16 per cent., by river; and of the total grain receipts at Chicago during the year 1880, amounting to 165,855,370 bushels, it appears that 159,129,984 bushels, or 96 per cent., was received by railroads, and that 6,725,386 bushels, or only 4 per cent., was received by lake and the Illinois Canal.

“About 90 per cent. of the grain, 85 per cent. of the provisions, and 8 per cent. of the cattle which reached Chicago during the year 1880 were actually marketed at that point; and of the shipment of those commodities from Chicago, 61 per cent. of the flour and grain and only 10 per cent. of the provisions were shipped by lake. No live-stock was shipped by lake.

“About 95 per cent. of the grain, 97½ per cent. of the provisions, and all of the live-stock which reached St. Louis during the year 1880 were actually marketed at that point; and of the shipments of those commodities from that city, 49 per cent. of the flour and grain, 38 per cent. of the provisions, and 1.23 per cent. of the cattle were shipped by river.

“The foregoing facts indicate that almost the entire work of gathering up the surplus products of the Western and Northwestern States is done by railroads, and that the option of transportation by water or by rail is almost entirely confined to shipments from Milwaukee, Chicago, and St. Louis.

“The following table serves to illustrate the comparative magnitude of the grain traffic of St. Louis which is diverted to the Mississippi River from the railroads extending east from that city:

	Bushels.
Total grain crop of the United States during the year 1879.....	2,704,484,762
Total grain product of the States of Illinois, Wisconsin, Minnesota, Iowa, Nebraska, Missouri, Kansas, and Arkansas, and the Territory of Dakota during the year 1879.....	1,493,246,213

Shipments of grain and flour during the year 1880 at

	Bushels.
Duluth.....	6,511,100
Milwaukee.....	29,691,524
Chicago.....	154,377,115
Peoria.....	20,544,508
Detroit.....	10,366,491
Toledo.....	53,372,739
St. Louis.....	46,675,581
Total.....	321,539,058

St. Louis shipments of grain and flour:	Bushels.
Eastward	18,599,889
Southward:	
By river.....	20,901,515
By rail.....	5,800,535
In other directions.....	373,642
Total St. Louis shipments.....	46,675,581
Grain and flour exported from New Orleans.....	15,755,041

SHIPMENTS IN TONS FROM ST. LOUIS DURING 1880.

	Tons.	Total.
North:		
By river.....	55,260	157,803
By rail.....	102,543	
East:		
By river.....	145,295	1,325,004
By rail.....	1,179,709	
West:		
By river.....	16,415	818,182
By rail.....	801,767	
South:		
By river.....	820,555	1,492,216
By rail.....	671,661	

Total shipments.....	3,793,205
Total shipments by rail.....	2,755,680
Total shipments by river.....	1,037,525
Total shipments toward the South.....	1,492,216
Shipment by river toward the South.....	820,555
Tonnage of New Orleans exports, the product of the Western and Northwestern States, about.....	317,000

Mr. Nimmo adds that,—

"From the time of the first settlement of St. Louis until about the year 1855, that city was entirely dependent upon the Mississippi River and its navigable tributaries for the means of transportation. During that period it had no competitor for the trade of the States and Territories west of the Mississippi River. A large part of the States of Illinois and Wisconsin was also embraced within the area of the commercial supremacy of St. Louis. But during the last twenty-five years a great change has taken place in the conditions governing the commercial situation and relations of that city, as the result of the extension westward of the railroad system of the country. By means of this extension of railroads all the Western and Northwestern States and Territories have been brought into intimate commercial relationships with the lake ports, with the Atlantic seaports, and with hundreds of interior manufacturing and trading points throughout the States both east and west of the Allegheny Mountains. This development of traffic over the east and west trunk railroads is unparalleled in the history of commerce.

"For several years the traffic passing over each one of the thirteen railroad bridges across the Mississippi River between St. Paul and St. Louis has greatly exceeded in magnitude and in value the traffic upon the river beneath them. Through these facilities of transportation tributary to Chicago and other lake ports, and also to Atlantic seaports, St. Louis was for several years practically cut off, even from the trade of important surplus grain and provision producing areas nearer to her markets than to those of the lake ports. It was clearly foreseen, therefore, that the growth of St. Louis, as a market for the purchase of grain and other products of the Western and Northwestern States, was dependent upon the securing of direct and independent railroad connections with all parts of those States; for since railroads had become the chief instrument of transportation in the gathering up of these products, it was evident that only a very small proportion of such products could find their way to the St. Louis markets by river. Such facilities for transportation by rail have within the last ten years been secured, a fact clearly developed by the statistics showing the rapid growth of the commerce of that city.

"The merchants of St. Louis, and her citizens generally, never lost faith in the possibility of developing a large commerce by river *via* New Orleans, especially in the exportation to foreign countries of the surplus products of the Western and Northwestern States. It has always been believed that the river route not only afforded a cheaper avenue of transportation for such traffic than the east and west trunk railroad lines, but that the increase of traffic upon the river would so much reduce the cost of transportation as greatly to increase the regulating influence exerted by the river rates over rail rates. Results already attained seem to prove the correctness of this view."

In regard to the transportation *facts* upon which some of these great expectations have been founded, we have the following:

"ST. LOUIS AND
NEW ORLEANS TRANSPORTATION COMPANY,
"St. Louis, Feb. 2, 1881.

"DEAR SIR,—As requested in your note of 24th instant, I make reply to the two inquiries propounded by Mr. Nimmo, of the Bureau of Statistics (in letter of January 20th), as follows:

"1st. I certainly do not believe that a tariff of 12½ to 15 cents per 100 pounds between Mississippi River points and the ports of the Atlantic seaboard could be maintained by any of the railway lines without losing money.

"2d. I say without hesitation, that with a rate of five cents per bushel on grain from St. Louis to New Orleans *via* river, there being at the same time an average difference of four cents in ocean freights against New Orleans as compared with the North Atlantic ports, *there would be* a most decided diversion of grain in the direction of New Orleans.

"Let me add, however, that in the uncertain condition of the river (as regards depth of water) during the period of navigation, the lowness of the rate of five cents per bushel cannot always be depended on, but with the depth of water which the contemplated improvements between Cairo and St. Louis will undoubtedly give, the time is not far distant when the rate named, *five cents per bushel*, may be continuously counted on.

"Very truly yours, H. LOUREY, *President*.

"GEORGE H. MORGAN, ESQ.,

"*Secretary Merchants' Exchange.*"

"St. Louis, Mo., Jan. 26, 1881.

"DEAR SIR,—Referring to letter to you from chief of Bureau of Statistics, dated Washington, D. C., Jan. 20, 1881, which letter you refer to me, I give it as my opinion that a tariff of 15 cents per 100 pounds on grain from St. Louis to the Atlantic seaboard could *not* be maintained by railway without loss to the companies carrying at such rate.

"The cost per ton per mile for movement of freight over the Pennsylvania Railroad and its connecting lines in the year 1879 was as follows, viz.: Over the Pennsylvania Railroad proper, 4.27 mills per ton per mile; over the New Jersey Division, 1.012 cents per ton per mile; over its lines west of Pittsburgh, 4.48 mills per ton per mile. Taking the average distances on the different divisions gives 4.89 mills per ton per mile, or \$5.20 per ton, or 26 cents per 100 pounds from East St. Louis to New York, reckoning by the shortest route, say 1063 miles.

"These figures, I am sure, are lower than the cost per mile of any other line between St. Louis and the seaboard, saying nothing about the longer distance to New York or Philadelphia by every other line. It is evident, therefore, that if it costs 26 cents per 100 pounds to transport property any given distance, a tariff of 15 cents for the same distance would be a losing one, as Bardwell Slote would say, 'by a large majority;' or if it costs 4.89 mills to transport one ton one mile, a tariff of 2.8 mills will be a losing one.

“As to the other question, viz., whether a tariff by river of five cents per bushel, St. Louis to New Orleans, and an average difference of four cents in ocean rates against New Orleans, any tariff above 15 cents per 100 pounds from St. Louis to the Atlantic cities will turn grain in the direction of New Orleans, I do not feel competent to answer. I should say, all other things being equal, it would. If the same time can be made or nearly so, the same regularity in delivery be guaranteed, the condition of grain on delivery be as absolutely depended upon, and the facilities for handling, transferring, etc., be equally good by river as by rail, I do not see why, at a greatly reduced tariff, the river should not command the business.

“Yours truly, N. STEVENS.”

These facts were first fully brought to the front in 1872 by the investigations of the Senate Committee on Transportation Routes to the Seaboard, of which Senator (afterwards Secretary) Windom was chairman. It was shown to this committee that, with a properly regulated and normal commerce, it was simply impossible for railroads, or a combination of lakes, canals, and railroads, to compete in cheap transportation with the Mississippi River and the ocean navigation from its mouth. It was shown that the actual cost of moving a bushel of wheat from St. Louis to New Orleans, twelve hundred and fifty miles, was only five and a quarter mills, .00525 of one cent.

It was also shown that in the final analysis freights by rail could never compete with water-borne freights. The following tables illustrate this conclusively. Rates vary and have changed materially, but ratios remain the same, or very nearly the same :

STATEMENT showing the value of a ton of wheat and one of corn at a given distance from market, as affected by cost of transportation respectively by canal, by railroad, and over the ordinary highway.

	Canal Carriage.		Railway Carriage.		Common Road Carriage.	
	Wheat.	Corn.	Wheat.	Corn.	Wheat.	Corn.
Value at market.....	\$49.50	\$24.75	\$49.50	\$24.75	\$49.50	\$24.75
“ 10 miles from market....	49.45	24.70	49.35	24.60	48.00	23.25
“ 20 “ “ “ “	49.40	24.65	49.20	24.45	46.50	21.75
“ 30 “ “ “ “	49.35	24.60	49.05	24.30	45.00	20.25
“ 40 “ “ “ “	49.30	24.55	48.90	24.15	43.50	18.75
“ 50 “ “ “ “	49.25	24.50	48.75	24.00	42.00	17.25
“ 60 “ “ “ “	49.20	24.45	48.60	23.85	40.50	15.75
“ 70 “ “ “ “	49.15	24.40	48.45	23.70	39.00	14.75
“ 80 “ “ “ “	49.10	24.35	48.30	23.55	37.50	14.25
“ 90 “ “ “ “	48.05	24.30	48.15	23.30	36.00	11.25
“ 100 “ “ “ “	48.00	24.25	48.00	23.25	34.50	9.75
“ 110 “ “ “ “	47.95	24.20	47.85	23.10	33.00	8.25
“ 120 “ “ “ “	47.90	24.15	47.70	22.95	31.50	6.75
“ 130 “ “ “ “	47.85	24.10	47.55	22.80	30.00	5.25
“ 140 “ “ “ “	47.80	24.05	47.40	22.65	28.50	3.75
“ 150 “ “ “ “	47.75	24.00	47.25	22.50	27.00	2.25
“ 160 “ “ “ “	47.70	23.95	47.10	22.35	25.50	.75
“ 170 “ “ “ “	47.65	23.90	46.95	22.20	24.00	.....
“ 320 “ “ “ “	46.90	23.20	44.70	19.95	15.00	.....
“ 330 “ “ “ “	46.85	23.15	44.55	19.80	.....	.....
“ 340 “ “ “ “	46.80	23.10	44.40	19.65	.....	.....
“ 350 “ “ “ “	46.75	23.05	44.25	19.50	.....	.....
“ 1000 “ “ “ “	44.50	19.75	34.50	9.75	.....	.....
“ 1650 “ “ “ “	41.25	16.50	24.75	.....	.....	.....
“ 1980 “ “ “ “	39.60	14.85	19.80	.....	.....	.....
“ 3300 “ “ “ “	33.00	8.25	.....	.....	.....	.....
“ 4950 “ “ “ “	24.75	.....	.....	.....	.....	.....
“ 5940 “ “ “ “	19.80	.....	.....	.....	.....	.....
“ 9900 “ “ “ “ .....	.....	.....	.....	.....	.....	.....

COMPARATIVE COST AND RECEIPTS OF TRANSPORTATION.

CLASSIFICATION.	Per Ton per Mile, Cost.	Per Ton per Mile, Receipts.
	Mills.	Mills.
Transportation by railroads.....	17.90	29.80
Transportation by canals, including deduction, lockage, etc.....	6.40	11.40
Transportation by Erie Canal, including deduction, lockage, etc.....	4.05	.....
Transportation by rivers, steam-towage.....	2.26	2.90
Transportation by bays.....	2.27	3.73
Transportation by ocean.....	1.26	2.50

If the cost of transportation be thus proportioned, 17.90 by rail to 2.26 by river and 1.26 by ocean, she is confident that she controls the lowest rates by the surest routes. With a perfected barge system, the forwarding of the Mississippi River improvements, and the construction of the Florida ship canal, the great trade centre on the Father of Waters will return to its old-time supremacy in transportation and deliver grain and other produce in Liverpool five cents per bushel, forty cents per quarter, cheaper than it can be done from any other centre of distribution.

The consequence will be all grain and provisions will go to St. Louis for shipment. But another effect will be that the United States will succeed in driving all other competitors out of the grain and provision markets, and our sales on foreign account will be enhanced to that extent. Already, as the following table shows, we supply Great Britain with 65.4 per cent. of her total purchases of wheat and flour, against only 3.4 per cent. in 1866. With this new channel of trade adequately developed, we will supply the remaining 34.6 per cent., and all that will be an increment of the trade of St. Louis :

STATEMENT showing the quantity of wheat and wheat flour imported into the United Kingdom from 1860 to 1880, inclusive, with the quantity of the same imported from the United States.

[Compiled from the Reports of the British Board of Trade.]

YEARS.	Wheat and Wheat Flour Imported.		Per Cent. from the United States.	Average Value of the total Wheat Imported.	Average Value of Wheat Imported from the United States.
	Total.	From the United States.			
	Bushels.	Bushels.	Per Bush.	Per Bush.	Per Bush.
1860.....	59,438,262	17,388,233	29.3	\$1.71	\$1.721
1861.....	70,273,849	29,139,548	41.5	1.66	1.661
1862.....	93,412,469	40,628,162	43.5	1.49	1.512
1863.....	57,657,398	22,155,801	38.4	1.31	1.316
1864.....	53,829,445	18,811,205	34.9	1.22	1.221
1865.....	48,241,297	2,797,347	5.8	1.25	1.265
1866.....	54,827,134	1,840,961	3.4	1.48	1.546
1867.....	73,055,323	9,504,568	13.0	1.90	2.039
1868.....	68,144,617	12,606,326	18.5	1.79	1.929
1869.....	82,969,174	28,597,813	34.5	1.37	1.379
1870.....	68,891,415	28,106,841	40.8	1.39	1.388
1871.....	82,809,390	29,167,285	35.2	1.58	1.587
1872.....	88,877,406	17,984,118	20.2	1.66	1.704
1873.....	96,378,234	40,646,872	42.2	1.74	1.714
1874.....	92,069,027	50,784,630	55.2	1.63	1.641
1875.....	111,153,693	49,228,015	44.3	1.42	1.405
1876.....	96,888,275	41,483,685	42.8	1.40	1.409
1877.....	118,617,334	44,042,143	37.2	1.67	1.672
1878.....	111,424,288	62,697,899	56.3	1.50	1.505
1879.....	136,270,605	83,289,955	61.1	1.43	.....
1880.....	127,746,325	83,487,243	65.4	1.50	.....

We are free to admit that there are serious drawbacks to the immediate realization of all these pleasant prospects, but none of them seem to belong to the class of any but the preventable diseases. Prudence, forethought, wise management in respect of legislation, economy of resources, careful selection of representatives, and liberal expenditure when great ends are to be accomplished will bring to pass every desirable result for a city possessing already such incomparable resources. But it will be wisest to consider these drawbacks and obstructions first, as the presentation of them may suggest the remedies which should be applied. The construction of the Eads jetties has already taken away one of these hindrances to commerce. The cutting of the Florida ship canal and the construction of the Tehuantepec ship canal or railway will remove others. The benefits derived from the jetties are very conspicuous. It was difficult to get sixteen feet of water on the bar in any of the passes in the mouth of the Mississippi. Now there is twenty-six feet regularly maintained. The charge for towage has in consequence been reduced from a dollar and a half per ton to one-third that figure, and there is a material reduction on account of insurance.

But there are other hindrances and obstructions not yet removed. The ice is often troublesome, not below Cairo, but between that city and St. Louis. The interruption to navigation from this cause, which at Chicago gives the railroads a monopoly of traffic for a hundred and forty days in each year, occurs nearly every winter. During the last seventeen years navigation has been suspended at St. Louis on account of ice as follows :

	Days Suspended.
Winter of 1865-66, navigation suspended.....	27
“ 1866-67, “ “	38
“ 1867-68, “ “	40
“ 1869-70, “ “	7
“ 1870-71, “ “	32
“ 1871-72, “ “	42
“ 1872-73, “ “	51
“ 1874-75, “ “	58
“ 1876-77, “ “	58
“ 1878-79, “ “	46
“ 1879-80, “ “	15
“ 1880-81, “ “	78
“ 1881-82, “ “	16

During the winters of 1868-69, 1873-74, 1875-76, and 1877-78, the river was open, and navigation was not suspended.

The navigation of the Mississippi River is at times affected also by low water, especially in that part of the river between St. Louis and Cairo. The enjoyment to the full extent of the advantages afforded by the Mississippi River requires the employment of steamboats and barges of large size and drawing when loaded about eight feet of water. At times, however, the river falls so as to admit only of the em-

ployment of boats and barges loaded to draw not more than four feet. This greatly increases the cost of transportation. The actual cost of transportation in vessels drawing only four feet is said to be nearly twice as great as when loaded to eight feet.

This subject was carefully considered by a select Committee of the Senate on Transportation Routes to the Seaboard in their report submitted April 24, 1874.

It was found that during the nine years from 1865 to 1873 the condition of river navigation below the city of St. Louis was as follows :

Average number of days less than 4 feet.....	34
“ “ over 4 and less than 6 feet.....	52
“ “ over 6 and less than 8 feet.....	103
“ “ over 8 and less than 10 feet.....	69
“ “ over 10 feet.....	136

It appears from the foregoing table that during nearly one-half of the year the commerce of St. Louis was more or less affected by low water.

The average stage of the river below St. Louis during the years from 1874 to 1880, inclusive, was as follows :

YEAR.	Less than 4 feet.	Over 4 feet and less than 6 feet.	Over 6 feet and less than 8 feet.	Over 8 feet and less than 10 feet.	Over 10 feet.
	Days.	Days.	Days.	Days.	Days.
1874 .....	...	146	30	175	14
1875	No record.	...	...	...	...
1876	No record.	...	...	...	...
1877 ¹.....	...	64	80	59	126
1878 ².....	...	51	92	87	119
1879 ³	4	81	79	55	105
1880 ⁴	20	66	73	46	156

The interruption to the navigation of the Mississippi River at St. Louis on account of ice and low water is of course detrimental to commerce. The average annual duration of the efficient commercial usefulness of the Mississippi River is, however, considerably greater than is that of the northern water line. The average time during which navigation is suspended by ice each year on the Erie Canal and on the Canadian canal is about five months. The average time each year during which navigation has been entirely suspended on the Mississippi River at St. Louis in consequence of ice during the last ten seasons was only thirty-five days, and the average time each year during which steamboats and barges could

¹ Closed for thirty-six days on account of low water.

² Closed for sixteen days on account of low water.

³ Closed for forty-one days on account of low water.

⁴ Closed for four days on account of low water.

not be loaded to eight feet, in consequence of ice and low water, during the seven years from 1874 to 1880, inclusive, was only about one hundred and twenty-six days, or about three and one-fifth months.

The suspension of navigation at St. Louis does not, however, at any time cause an entire suspension of the river traffic, as during such periods shipments are made by rail from St. Louis to Cairo, Ill., and to Belmont, Mo., at which points merchandise is transhipped to steamers and to barges. Navigation is seldom, if ever, obstructed below Cairo or Belmont, either on account of ice or low water.

The supposed injury to grain from the heat and humidity of the tropical belt between New Orleans and the Florida capes has been proved to be a fallacy, and prices are not affected by it. But the existence of yellow fever more or less nearly every season in the lower Mississippi is an admitted hindrance.

Improvements in sanitary measures and precautions are necessary to remove these obstructions. They are necessary equally to the commercial existence of the towns and cities which are exposed to these assaults of pestilence, and within two years very great improvements have been effected, especially in sewerage and drainage, at New Orleans and Memphis. Much still remains to be done, of course, but a good beginning has been made, and the work will go on.

The improvement of the Mississippi River has also been undertaken upon an expensive and comprehensive system, which, when it is completed, is expected to make this noble river safely and easily navigable at nearly all seasons. If that should be accomplished, it is hoped that a reciprocity treaty with Mexico, and an equitable trade treaty with Spain, in respect of our commodities in the ports of Cuba and Porto Rico, will give St. Louis, through her combinations of railroads and water routes, a most extensive and valuable trade in tropical products. Hon. W. M. Burwell, of New Orleans, in a communication made to the Windom Congressional Committee on Transportation Routes in 1873, said,—

“The subject upon which I am specially requested to report is in regard to the state of commerce between the valley of the Mississippi and the Spanish-American States. There are many of us who believe that the trade lines of latitude cross above us, and that a very large proportion of the western productions will move directly to Atlantic ports for exportation, as they will and have received the foreign importations through the same ports. I would say that in the estimation of many in this city, merchants and others, the most important object of improving the Mississippi River will be to establish a direct line of communication between the immense productive interior of the West and the consuming markets of and beyond the tropics. There is a physical impediment in the way which we ask Con-

gress to remove; but there are diplomatic impediments also, which are even greater, as far as that line of trade is concerned, than the physical impediments to which I referred. The diplomatic impediments consist in the want of reciprocal trade-treaties between the United States and the Spanish-American States that are adjacent to or lie south of us. Gentlemen know, and especially members of the Senate of the United States, better than we do, the precise state of the treaties between the United States and the Spanish-American powers, and they will remember that, with the exception of a few special conventions, there have been scarcely any changes made in the treaty relations of those two great interests since almost the origin of the government. Almost all our trade-treaties, as I understand, are based on the phrase of ‘the most favored nations;’ and while such are the terms of our commercial treaties with Spain, and while it is true that we can carry American provisions or American manufactures into Spanish possessions on the same terms with any other power, yet when the fact is that we are the only people producing corn and grain and hog products, that we do send to the Spanish-American possessions, it is perfectly plain that that which is a tax on the trade of the most favored nations is practically an oppressive tax upon the trade of the United States. The Spanish tax in Cuba is 40 cents on the bushel of corn, which is altogether equivalent to the entire cost of transportation from Iowa to New York. The tax there is \$55 on an American horse, \$19 on a mule, \$8 on a barrel of flour, and 3½ cents on lard; and it is plain that a tax of 80 per cent., which is the average upon the products almost exclusively marketed by Americans, is an excessive tax when contrasted with the American tax upon the products of Cuba. We, as I understand, only tax two of the principal products of Cuba. We admit her coffee duty free, and we impose a tax of something upwards of two cents on sugar, and a tax of some 75 per cent. on tobacco manufactured and not manufactured.”

Ex-President Grant has some very “advanced” and decided views upon this subject, and it is believed that, with a reciprocity treaty with Mexico and the navigation of the Mississippi properly improved, St. Louis could control the entire grocery trade of the Mississippi valley, and refine all the sugar consumed by thirty million people. The vessels taking corn, cotton, and grain and provisions to Europe could return *via* Trinidad and the Caribbean Sea, picking up cargoes of raw sugar on their way around the Gulf, and thus freight would be saved on both outward and inward cargoes. These countries, together with South America, have a commerce the total annual value of which exceeds eight hundred million dollars.

But it is imperative to improve the channel of the river before this commerce can be invited in. The general plan of the improvements which are now in process was succinctly sketched in a letter from Col. J. H. Simpson, United States engineer, to Hon. E. O. Stanard, of the Union Merchants’ Exchange, St. Louis, on Oct. 29, 1873.

But a much more comprehensive plan is under consideration, involving the expenditure, probably, of more than a hundred millions before the improvements

are completed for the whole river upon a scale commensurate with the commerce involved.

"No adequate estimate can be formed of the value of the commerce on the Mississippi River, nor of the value of the total commerce of the towns situated upon it. An idea of the magnitude of this commerce may, however, be formed when it is considered that the value of the commerce of the cities and towns on the Ohio River amounted to the enormous sum of one billion six hundred and twenty-three million dollars in 1873. The national government has provided no means of arriving at a knowledge of such important facts as this in regard to the internal commerce of the country. The collection of the necessary data from private sources, and from data prepared by boards of trade, State and city governments, would alone require the constant labor of one person for a year.

"Not only has the commerce of the Mississippi River been crippled by the existence of the bar at its mouth, but the value of the river above is greatly depreciated by obstructions which may be overcome very readily by engineering skill, and at an expense quite insignificant in comparison either with the present value of its commerce, or with the increase of trade which may be expected as the natural result of such improvements. Hitherto the improvement of the Mississippi has been carried on merely by sporadic efforts. Appropriations have from time to time been made and money expended, without any general plan as to the ultimate results which were to be attained. The committee recommend that the necessary surveys and estimates be made at the earliest practicable moment, in order to mature a plan for the radical improvement of the river, and of all its navigable tributaries.

"Such a plan should comprehend the establishment of a given depth of water on the Mississippi River in some such manner as the following:

"1st. Improvements designed to secure a depth of from eight to ten feet from St. Louis to New Orleans at the lowest stages of the river.

"2d. Improvements designed to secure a depth of five feet at the lowest stages between St. Louis and St. Paul.

"3d. Improvements designed to secure a depth of four and one-half feet in the river above St. Anthony's Falls.

"Having adopted a plan of this kind for the radical improvement of the river, all works should be carried out with this general object in view.

"It is much more practicable to establish such a plan now than it was a few years ago, for the reasons that the successes and failures of past efforts have enabled engineers to discover the nature of the difficulties which will be met, and to adopt the best methods of improvement. Diverse opinions still exist among some of our ablest engineers as to the best means to be adopted in specific cases, but it is believed that sufficient practical knowledge has already been gained to determine a general plan of future operations, both in regard to the Mississippi River and its principal navigable tributaries. The time has arrived for thorough measures, and the necessary plans and estimates upon which such measures must be based should be prepared at once.

"It is impossible to overestimate the commercial results likely to follow such improvements. With the well-established facts before us in regard to the much greater cheapness of transport by navigable rivers than by railways, it cannot be doubted that such improvements would increase the commerce of the Mississippi very greatly, and at the same time afford relief to a large area in the Western States now fettered in its growth and prosperity by the cost of transporting agricultural products to both home and foreign markets."¹

Such is the noble perspective of the aspirations of St. Louis for the commerce of the future: the centre of a valley of magnificent, continental proportions, gathering up the products of hundreds of millions of intelligent people, cultivating the soil of the most fertile of regions, supplying the world with their products, and supplying the producers in return with all the merchandise which enters into their consumption. These hundreds of millions of people will be brain-workers and machine-workers, and the volume of their products will be stimulated and augmented in proportion to the grand culmination of their intelligence, until human force will find itself the conductor of a grand and perfected mechanism of subsidiary forces such as the world never before saw at play.

Confidence of the Citizens of St. Louis in the Natural Advantages and Future Destiny of their City.—We may now proceed to consider how and how greatly the several constituents of a great and permanent volume of trade, production, conversion, and exchange have each in their turn, by the force of natural and acquired advantages, contributed to make St. Louis a trade centre. It is first to be noted, however, that from the very beginning the people of St. Louis have been conscious of its transcendent natural advantages and confident of its destinies as the trade centre of the America of the future. This has been the case from the time of Henry M. Brackenridge's first remarkable horoscope of the infant town's destiny down to the day of the abortive "convention" to make St. Louis the capital of the United States.²

² The enterprise was premature, and therefore not so wise as it might have been, but it has been laughed at probably more than it deserved. At present it may be said to sleep, for no one can pronounce it dead while the power, population, and wealth of the United States continue to gravitate so strongly towards the heart and centre of the valley of the Mississippi. The centre of population, which is now in Kentucky, just west of Cincinnati, is moving upon a parallel of latitude that will take it to St. Louis before A.D. 1900, and at that date more than two-thirds of the members of the House of Representatives will be elected from districts west of the meridian of Pittsburgh, which was a far western frontier town at the day when the site of the Federal city was chosen upon the Potomac. As a matter of record, some of the proceedings of the "Capital Convention" are worth preserving. It assembled in the hall of the Mercantile Library on the afternoon of Oct. 20, 1869, and was called to order by L. R. Shryock, who was followed in prayer by Rev. R. G. Bransk, of the Central Presbyterian Church. The States and Territories which were represented were Alabama, Illinois, Indiana, Iowa, Kentucky, Kansas, Louisiana, Colorado, Alaska, Montana, Nebraska, New Mexico, Oregon, Pennsylvania, Tennessee, Utah, and Missouri,—17. The delegates from the last-named State were Governor J. W. McClurg, John Hogan, E. O. Stanard, Enos Clark, B. Poepping, G. A. Mozier, George Thelenius, T. T. Tracy, M. L. DeMotte, James H. Birch, A. J. Harlan, H. J. Drumond, F. Muench, G. R. Smith, W. Galland.

¹ Such was the view of the Wisdom Committee in 1873.

We could produce, if it were necessary and we had the space, a long chain of testimony from the earliest period down to the present day to show how confident the thinking people of St. Louis have always been in

John D. Caton, of Illinois, was made president, with a vice-president for each State and Territory, and a staff of secretaries.

Mr. Medill, of Illinois, read the following as the report of the committee on resolutions:

"WHEREAS, The present site of the national capital was selected as the most central point when the people of this republic, only a few millions in number, inhabited only a narrow strip of country along the Atlantic coast; and,

"WHEREAS, The population of this republic has increased thirteen-fold since then, and spread over a vast continent of which the States in existence when the seat of government was located formed only the eastern edge; and,

"WHEREAS, The present location of the national capital is notoriously inconvenient in times of peace, and, as the darkest pages of our national history demonstrate, in times of war or domestic turbulence is so dangerously exposed as to require vast armaments and untold millions of money for its especial defense; and,

"WHEREAS, All the reasons which caused the location of the seat of government where it now is have by the enormous development of the country and a corresponding change in the wants of the people become utterly obsolete; therefore,

"Resolved, 1. That it is absurd to suppose that the handful of inhabitants in 1789, just emerging from colonial vassalage, before steamboats, railways, telegraphs, or power-presses were dreamed of, or a mile of turnpike or canal constructed, possessed the authority or desired to exercise the power of fixing the site of the capital forever on the banks of the Potomac, against the will and the interest of the hundreds of millions who might come after them.

"2. That the people have endured the present illy-located capital for three-quarters of a century, patiently waiting for the vast territory of the Union to be peopled and organized into States, and until the centre of population, area, and wealth could be determined, when a permanent place of residence for the government could be selected. That time has now come; all sectional issues are settled, all dangerous domestic variances are disposed of, a new era has been entered upon, and a new departure taken.

"3. That in the language of James Madison, in the Congress of 1789, 'an equal attention to the rights of the community is the basis of republics. If we consider the effects of legislative power on the aggregate community, we must feel equal inducements to look to the centre in order to find the proper seat of government.' This equal attention has not and cannot be given to the interests and rights of the people so long as the capital is located in an obscure corner of the Union.

"4. That the vast and fertile region known as the Mississippi valley must for all time be the seat of empire for this continent and exert the controlling influence in the nation, because it is homogeneous in its interests and too powerful ever to permit the outlying States to sever their connection with the Union. This vast plain will always be the surplus food- and fibre-producing portion of the continent, and the great market for the fine fabrics and tropical productions of other sections of the republic. . . . This immense basin must have numerous outlets and channels of cheap and swift communication by water and rail with the seaboard for the egress of its products and ingress of its exchanges. Therefore whatever policy the government may pursue that tends to multiply, improve, or enlarge

the city's future and its destinies. This has made them calm even to the appearance of apathy, equally in times of high tide and times of low, when prosperity was at its flush and when evil fortune and disaster were being drained down to the very dregs. They have never been in a fever nor in a collapse, because they have always felt secure. A few ex-

these arteries of commerce must result in common advantage to the whole Union, to the seaboard States equally with those of the centre.

"5. That the natural, convenient, and inevitable place for the capital of the republic is in the heart of the valley, where the centre of population, wealth, and power is irresistibly gravitating, where the government, surrounded by numerous millions of brave and Union-loving citizens, would be forever safe against foreign foes or sectional secessions, and where it would neither require armaments nor standing armies for its protection.

"6. That while advocating the removal of the seat of government to the Mississippi valley, we do not mean to serve the interests of any particular locality, but that we urge Congress to appoint a commission for the purpose of selecting a convenient site for the national capital in the great valley of the Mississippi, pledging ourselves to be satisfied with and to abide by the decision to be arrived at by the National Legislature.

"7. That in urging the removal of the national capital from its present inconvenient, out-of-the-way, and exposed location in the far East we are in earnest, and that we shall not cease in our efforts until that end is accomplished, firmly believing that the absolute necessity of the removal will become more apparent every day, and the majority of the American people will not long permit their interests and conveniences to be disregarded.

"8. That the removal of the national capital being only a question of time, we emphatically oppose and condemn all expenditures of money for enlargement of old government buildings and the erection of new ones at the present seat of the national government as a useless and wanton waste of the property of the people."

Mr. Clark, of Kansas, offered the following resolution:

"Resolved, That this convention do recommend and request all congressional nominating conventions in the various States, without distinction of party, to incorporate in their platform a demand for the removal of the national capital to a more central and convenient locality."

Mr. Jones, of Illinois, moved to strike out "without distinction of party." Adopted.

On the suggestion of Mr. Hogan, of Missouri, the following was added to the resolution:

"And that the State Legislatures instruct their senators in Congress to advocate and vote for such a proposition."

Mr. Carr, of Illinois, offered the following resolution:

"Resolved, That a standing committee of one from each State here represented be appointed by this convention, to which the president of this convention shall be added, to act as a permanent committee upon the subject of capital removal, with power to act on behalf of this convention, and to publish an address to the people of this country, with power to call another convention at such time in the future as they may deem expedient and proper."

An executive committee was appointed, of which the chairman of the convention was made president and L. U. Reavis secretary, and after a harmonious interchange of views and a good many speeches the convention adjourned.

amples, taken hap-hazard, will suffice to illustrate this equanimity and this unvarying confidence in their own resources.

From the *Missouri Gazette*, June 20, 1811 :

"We are happy to find that a spirit of enterprise and industry is every day manifesting itself among the people of this Territory. They begin to be convinced that the peltry and fur trade is diminishing in value, and that it is necessary to give up in part the old staple, and turn their attention to the more important one of lead. During the last two weeks several boats have left this place in order to enlarge the mineral establishments made many years ago by Julien Dubuque at a place called the 'Spanish Mines,' on the Mississippi.

"The present adventurers have become the purchasers of a part of these mines under an order of the General Court of this Territory, and have taken with them near one hundred hands, provided with all the implements necessary for mining and carrying on the lead business."

The same, March 1, 1809 :

"The culture of hemp has occupied the attention of our farmers, and a rope-walk will shortly be erected in this town. Thus we have commenced the manufacturing of such articles as will attract thousands of dollars to our Territory ; thus we will progress in freeing John Bull or Jack Ass of the trouble of manufacturing for us."

The same, July 17, 1813 :

"In despite of the savages, Indians and British, this country is progressing in improvements. A red and white lead manufactory has been established in this place by a citizen of Philadelphia by the name of Hartshog. This enterprising citizen has caused extensive works to be erected, to which he has added a handsome brick house in our principal street for retailing merchandise. We understand that his agents here have already sent several thousand dollars' worth of manufactured lead to the Atlantic States."

In 1816 a bank was found to be necessary. The citizens at once subscribed the stock and started one. It fell soon into financial straits. The citizens renewed its capital, doubled it, and started another bank with three times as much capital. The confidence with which J. B. C. Lucas and Auguste Chouteau kept themselves poor, almost penniless, by investing all their money in lands and never selling was matched by the composure of Manuel Lisa in risking all the profits of his fur-trade adventure in a waterfront merchant's mill, an experiment as yet untried. We have elsewhere quoted from Paxton's first St. Louis directory, 1821. In concluding his summary of beings and havings Paxton said, "St. Louis has grown very rapidly. There is not, however, so much improvement going on at this time, owing to the check caused by the general and universal pressure that pervades the country. This state of things can only be temporary here, for it possesses such permanent advantages from its local and geographical situation that it must ere some distant day become a place of great importance, being more central with regard

to the whole territory of the United States than any other considerable town, and uniting the advantage of the three great rivers, Mississippi, Missouri, and Illinois, of the trade of which it is the emporium." In 1831 the press said the same thing. The city was growing rapidly. Fine, substantial houses were being built. The arts and useful manufactures were multiplying and improving ; "mills, breweries, mechanical establishments, all seem to be advancing successfully for the good of the country, and, we hope, for the great profit of our enterprising and industrious fellow-citizens. The trade and navigation of this port are becoming immense. Steamboats are daily arriving and departing from east, west, north, and south, and as this place has decided advantages over all the ports on the Ohio River for laying up and repairing, we have no doubt that in a few years the building and repairing of steam-engines and boats will become one of the most important branches of St. Louis business. We have all the materials, wood and metal, in abundance and of the best quality. Already we have a foundry, which, it is hoped, will soon rival the best in Cincinnati and Pittsburgh, and many skilled and enterprising mechanics. A bright prospect is before us, and we look confidently to the day, and that a not distant one, when no town on the western waters will rank above St. Louis for industry, wealth, and enterprise." In 1835 again : "The prosperity of our city is laid broad and deep. Much as we repudiate the lavish praises which teem from the press, and little as we have heretofore said, we cannot suffer the occasion to pass without a few remarks on the changes which are going on around us. . . . A tract of land was purchased by a gentleman now living, as we have understood, for two barrels of whiskey, which is now worth half a million of dollars. . . . No one who consults the map can fail to perceive the foresight which induced the selection of the site on which the city is founded. She already commands the trade of a larger section of territory, with a few exceptions, than any other city in the Union. With a steamboat navigation more than equal to the whole Atlantic seaboard, with internal improvements projected and in progress, with thousands of immigrants spreading their habitations over the fertile plains which everywhere meet the eye, who can deny that we are fast verging to the time when it will be admitted that this city is the '*Lion of the West.*'"

In 1839, Rev. Dr. Humphrey wrote some "Letters by the Way," in one of which we find St. Louis described and its future once more prognosticated. Says the learned divine,—

"St. Louis is larger than I had supposed, and appears to be advancing more rapidly than any other town that I have seen in the West. The city proper now contains about fifteen thousand inhabitants, and there are nearly as many more without the limits in the immediate neighborhood. Many hundreds of houses were built last year, notwithstanding the pressure of the times, and many more are going up this year. Rents are enormously high, higher than in any eastern city, not excepting New York itself, and I believe higher than anywhere else on the continent of America. For a handsome two-story brick house, with one parlor in front, you would have to pay seven or eight hundred dollars per annum. St. Louis must, from its position, become a very large commercial city, and there is no prospect that any other town on the Mississippi above New Orleans will be able to compete with it. Already the landing, covered with iron and lead and all kinds of heavy goods, reminds you of one of the front streets of New York or Philadelphia. But why don't they build *wharves* here?"

"In the lower and much the oldest part of the town, where the French chiefly reside, the streets are narrow and filthy. The buildings are for the most part small, and constructed with the least possible regard either to elegance or comfort. Hogs and dogs seemed, the morning I passed through it, to have undisputed possession of the ground, and the latter had many a comfortable wallowing-place in front of the houses.

"St. Louis," says the reverend doctor, "like most of our young and rising towns, especially where there are oceans of territory, is without any public parks or promenades. A vacant square, however, was pointed out to me, in the heart of the city, which may be had at a fair price, though it will now cost much more than it was offered for two years ago. Surely nothing should prevent the corporation from purchasing it. Let it be handsomely laid out in graveled walks, and planted with shade-trees and shrubbery, and it would be worth more to St. Louis than if it were all covered over with gold. But even this would be inadequate to the rapid extension and growing wants of the place. It is a bad maxim, 'Let posterity take care of themselves.' Now is the time to secure fifty or a hundred acres for a grand park, as a place of common resort for relaxation, health, and pleasure. This might now be done within two miles of the heart of the city for a small sum. In riding out with a friend I saw three or four fine locations, covered with a thrifty growth of young trees, offering the city the strongest inducements to be beforehand with private purchasers. It would not be necessary to lay out a dollar in preparing and ornamenting the grounds for the present. But I repeat it, at the hazard of being set down as an enthusiast in matters of this sort, the purchase ought forthwith be made, and whatever the present generation of utilitarians may think, I pledge the little credit I have for forecast that a hundred years hence St. Louis will be prouder of her great park than of any thing else she will have to boast of."

What would the learned gentleman say to-day if he could visit St. Louis, and learn that the city has well-nigh on to an acre of park for each head of a family? Dr. Humphrey adds,—

"As a proof of the rapid increase of business and population in St. Louis, I may mention that one of the largest hotels I have ever seen is now going up. It appears to me to be quite as large as the Astor House in New York, and although it will cost a very large sum, I believe everybody regards it as a good investment. Certainly such a 'strangers' home' in this great thoroughfare of western travel will be highly appreciated by thousands. But where is St. Louis, in the west or the east or somewhere near the centre of the United States? I confess

I do not know. But my impression is that, making an allowance of one or two thousand miles, which cannot be of much consequence one way or the other, St. Louis will be found somewhere in the great West.

"Let St. Louis go on and lay all her foundations broad and deep. She has most unquestionably a high destiny before her, and who can tell how much the present generation may do in making it?"

In 1846 the *St. Louis Prices Current* thus estimated the general progress of the community:

"St. Louis seems to continue to be a favorite point for the location of the merchant, the tradesman, and others who, having left the home of their fathers, resolve to settle at some point in the 'Great West,' if we may judge from the great influx of inhabitants which pour into it and fix their residence here from year to year. The official statistics, in part reported to the City Council during the past year, warrant us in saying that the number of houses, factories, etc., which have been erected during the past year within the corporate limits is not less than seventeen hundred, and that its population has augmented full four thousand. We estimate its present population to exceed forty thousand, and augmenting with a rapidity unexampled in the annals of any city either east or west; and its trade and commerce keep pace with its influx of population, as will be shown by some few statistics annexed.

"The assumed value of real estate the past year is more than thirteen million dollars, being an increase over the value in 1830 of more than twelve millions; and the current city revenue of 1845 is estimated, per official data, at two hundred and twenty-seven thousand dollars, twenty thousand of which are received from our steamboat tonnage, and seventeen thousand from water revenues. These are some data on which the reflecting mind may estimate our progress and prosperity.

"During the past year the mercantile and trading interests have had no cause to complain. The merchant has found ready sale for his goods, the tradesman and mechanic have been fully employed, and the laboring classes who were not indisposed to work have had the opportunity to lay up ample stores to serve them during the inclement season now upon us. Our city has enjoyed during the past year its usual health, and while we acknowledge our dependence upon the Author of all our blessings, we should not be unmindful of the debt of gratitude we owe to Him from whom cometh every blessing."

In 1848 it was said that "the natural advantages of St. Louis, in a commercial and manufacturing point of view, are greater than those of any city in the West; and it is only necessary for the general government to pursue a liberal and equitable course towards her, and for her citizens to strengthen these advantages by their enterprise and public spirit, to make her (and that, too, in a very short time) the largest and most important inland city in the Union. Her immense resources are being daily developed and turned to advantage; her population and business are increasing beyond a precedent in the history of this country; her wealth and prosperity are exciting wonder and admiration, and commanding respect and attention from every portion of the United States, and wherever else her commerce and name has extended. Situated as she is, on the great Mississippi, in the centre of a fertile and healthy region of country, with the waters of four navigable streams sweeping her shores, and bearing the mineral and agricultural products of four large and populous States, which must necessarily pass through the hands of her merchants, in direct communication with all the important towns and cities in the West, enjoying also manufacturing facilities of the highest order, and holding in her natural grasp the commercial operations of several millions

of people,—these are resources of which but few cities in the Union, or perhaps in the world, can boast.

“Our city is rapidly improving in wealth and importance, even beyond the expectations of the most sanguine. Manufactories and machine-shops are daily springing up in our midst, and many articles hitherto imported for domestic purposes have now become important items of export. The value and quantity of manufactured articles annually imported from the Ohio are rapidly diminishing, and we look forward with a great degree of certainty to the time, and that at no very distant day, when St. Louis will not only prove the great commercial emporium of the Mississippi valley, but also the machine-shop of the entire West. Her facilities for the manufacture of many imported articles are even now greater than the cities from whence they come, and it is only necessary for our manufacturing resources to be properly developed to bring capitalists and mechanics hither, where their money and labor can be employed with certainty and profit.

“In 1840, with the exception of several flouring- and saw-mills of inconsiderable note, we were entirely destitute of manufactories, and even at a later date our establishments in this respect were scarcely worthy of attention. Since, however, cotton, woolen, soap, candle, starch, and various other manufactories have sprung into existence, and are now driving a lucrative and extensive business, to say nothing of the foundries (about eighteen in number), flouring-mills, machine-shops, etc., with which the city abounds. Our population in 1830 was estimated at six thousand six hundred and ninety-four, in 1840 at sixteen thousand four hundred and sixty-nine, and by the late State census at fifty-six thousand, showing that it has more than trebled in eight years.”

In 1849, the year of cholera and fire and financial depression, the voice of trade was as follows :

“We have repeatedly spoken of the great manufacturing and commercial facilities of St. Louis, and notwithstanding the misfortunes and afflictions of the past season, all that has been said of her wealth and constantly increasing commerce is being daily confirmed. Not a year passes but we are called upon to note new discoveries of mineral deposits, the increase or extension of manufactures, or marked changes in her extensive intercourse with different portions of the country; and by means of a wide-spread navigation, distant points, hitherto inaccessible, are being brought within the boundaries of her trade, and new commodities, either for consumption or export, are constantly arriving at her wharf. Her manufacturing interests, too, are not neglected, and there is a steady and uninterrupted increase of mills, foundries, machine-shops, and various minor mechanical works, for the consumption of coal, iron, lead, grain, etc., which bid fair to become permanent and profitable investments. As a commercial city, St. Louis ranks second in the West,—a distinction attained within the past ten years,—and if her progress is onward, as is generally conceded, ten years more will scarcely transpire before, in many of the most important branches of commerce and manufactures, she will be classed as the first. With a population of seventy thousand, she has continued to increase in strength and improve in size down to the present period, and in commencing the last half of the present century it may not be thought visionary to predict that before it expires she will be in direct communication with the lakes, the Eastern seaboard, and the Pacific, and thus become the central depot for the vast commerce of the two hemispheres.”

In 1858, upon occasion of the establishment of the overland mail to California, we read the following in the current news notes of the day :

“*Arrival of the Overland Mail.*—What has hitherto been regarded as a visionary and speculative enterprise has been established beyond all doubt, and St. Louis and San Francisco have been brought within twenty-four days’ travel of each other, on a stage line, and a route which will admit of easier and safer travel than did the trip from St. Louis to Philadelphia thirty years ago.

“When the Atlantic cable was laid it was hoped that daily communication had thus been established between Europe and America. In our opinion a greater enterprise has been accomplished in the establishment of an overland mail connecting the Atlantic with the Pacific, passing over our own soil, and affording a semi-weekly, soon to be converted into a daily, communication between the extremes of the republic. Nine years ago, when the discovery of gold in California led to the immense emigration to that State, it was regarded as an expeditious trip if made from the Mississippi to the Pacific in eighty to one hundred days. Thousands were occupied a much longer time, and hundreds perished by the wayside. The establishment of this mail route, and of the route from St. Joseph to Utah, and thence to Sacramento, has changed the whole current of things; and it is now demonstrated, on a first trial and under adverse circumstances, that it is practicable to carry the mail to San Francisco in twenty-four days, and this will be reduced, if necessary, below twenty days.”

In 1854 the city’s condition and prospects were described as follows :

“Here stands a city, enjoying far beyond any other city of the same magnitude or pretensions the advantages of that inland navigation, compared with which even our vast foreign commerce is sinking into insignificance. It has five thousand miles of that navigation belonging peculiarly to its own waters, with ten thousand miles of coast, yielding up the products of an immense and fertile region, for which it furnishes a thousand outlets. To these may be added the forty thousand miles more of navigable rivers which connect with St. Louis. Soon the vast means of communication furnished in this way to our city will be enlarged by the completion of twelve hundred miles of railroad already begun or projected within the borders of the State, and connected with a network of similar roads stretching to every point of the Union, in one direction to the Gulf of Mexico, in another to the head-waters of the Mississippi, and in a third to Labrador in the far east and to San Francisco in the far west. Through her gates will pour the commerce of the Pacific, of India, and of the isles of the ocean on the one hand, and the commerce of the Atlantic and of Europe on the other. Stripping from her all which may be considered as accidental or adventitious,—all of which jealous and more fortunate rivals may by possibility deprive her,—still she is left the commercial centre, the natural mart of seven hundred thousand square miles of territory, full of mineral and agricultural resources, and capable of sustaining in vigorous life a population of a hundred millions. . . . What shall forbid an accumulation here of inhabitants beyond anything of which we have authentic records, millions upon millions, until there shall have sprung up here a city containing hundreds of square miles, with an area even then affording but reasonable accommodations for the vast multitudes collected within it,—a city with quays and warehouses stretching interminably in lines which, still unbroken, fade out of sight in the dim distance? Of course, such visions relate to the future; but that future, midst the growth of such a nation as ours, cannot be long postponed. Meanwhile the present generation will witness a progress with which it may well be content. That progress, it is true, will depend much upon the

enterprise and energies of our citizens. We are fully aware of this truth, while we repeat the expressions of our confidence in that progress. For we fully rely on it that its citizens will be true to their city and themselves, alike the thousands who are now here and the hundreds of thousands still to come hither. That may be no idle dream which conceives for St. Louis the most exalted destiny, which, with a just, propetic forecast, transforms the humble hamlet of Laclède into the future metropolis of the New World."

In 1857 one of the "manifest destiny" writers of St. Louis (the greater part of them are of that order) wrote as follows:

"This city is beginning to receive the attention from abroad which her rapid growth, her extraordinary natural advantages, and her *approaching destiny* demand.

"Her present commercial importance, which is unsurpassed by any city in the valley of the Mississippi, is derived from river navigation alone; and her commerce from this source is drawn from the most extensive and the richest agricultural and mineral region in the world, scarcely one-tenth of whose wealth and latent resources are yet developed.

"There is nothing problematical therefore in this statement, the geographical fact speaks for itself. The commerce of St. Louis will be increased ten times its magnitude in less than twenty-five years from the one source which has made her now all that she is, *from river navigation alone*.

"To this advantage of river navigation, which is unequaled by any city in the world, and which must ever continue to be her most important and cherished source of wealth, is now being superadded that of railroad facilities. The commercial importance given to St. Louis by her river navigation will eventually insure to her an equal supremacy as the emporium of railroad intercommunication. The great lines of railway from the Atlantic border are all pointing to this city as a common centre, and she is sending out and receiving branches from the rich agricultural and mineral regions of the 'Great West.'

"St. Louis, from her unrivaled facilities for trade and manufactures, will occupy in the Mississippi valley as decided a pre-eminence in commercial importance as the city of New York now commands on the Atlantic seaboard. The main current of trade on this continent must forever set in the direction of east and west. St. Louis is the heart of this great current, while commanding a controlling point on the grand highway of commerce between the upper Mississippi and the great lakes and the Gulf of Mexico. She is in the latitude of thirty-eight and

a half, the most beautiful climate of the temperate zone, and her navigable waters are open to the commerce of the world during many weeks, and not unfrequently months, while more northern marts are bound in fetters of ice.

"To her well-known and pre-eminent advantages as the centre of commerce for the Mississippi valley, which is forever assured by geographical position, St. Louis is the emporium of one of the best agricultural and mineral regions in the world, which immediately surrounds her. Southern and Central Illinois and the rich mineral region of Missouri pour their undivided wealth of trade upon this city.

"There are other cities in the Mississippi valley which are distinguished by a commanding position for extended and lucrative commerce, and by the indomitable energy and admirable enterprise of their inhabitants. St. Louis, from her central position and extraordinary facilities of approach, is especially aided and strengthened by the prosperity of each one and all of these cities, while imparting to them a reciprocal benefit in the general increase of commercial facilities."

Yet, in 1881, Mr. Nimmo, of the Bureau of Statistics, while fully admitting the transcendent past, present, and future importance of the river navigation to the trade of St. Louis, could show that the railroads, for the time being at least, had carried off nine-tenths of this vaunted inalienable possession, the river trade. Note his figures: "A radical change," he remarks, "has taken place in the conditions governing the movements of commerce at St. Louis. Twenty-five years ago that commerce was almost exclusively confined to the Mississippi River and its tributaries, but at the present time railroads extend from the city in all directions. Each one of these railroads has become an important avenue of commerce." In proof of this, we find that of the total tonnage transferred during 1880 there was moved by river 1,981,385 tons; moved by rail, 8,852,204 tons.

These facts, as Mr. Nimmo truly says, indicate that the commerce of St. Louis has largely accommodated itself to the facilities afforded by railroad transportation. This he shows by the following table:

TONS OF FREIGHT received at St. Louis from the north, and of freight shipped from that city to the north, by river and by rail, from 1871 to 1880, inclusive.

CALENDAR YEAR.	RECEIVED.		SHIPPED.		TOTAL RECEIPTS AND SHIPMENTS.		TOTAL.
	By River.	By Rail.	By River.	By Rail.	By River.	By Rail.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1871.....	236,887	60,793	78,967	14,875	315,854	75,668	391,522
1872.....	242,584	120,422	55,235	23,965	297,819	144,387	442,206
1873.....	281,175	72,031	61,966	18,840	343,141	90,871	434,012
1874.....	231,060	137,016	95,800	20,467	326,860	157,483	484,343
1875.....	198,100	88,218	96,225	26,526	294,325	114,744	409,069
1876.....	224,860	100,087	93,360	35,269	318,220	135,356	453,576
1877.....	136,715	96,443	68,565	46,262	205,280	142,705	347,985
1878.....	174,065	208,563	67,320	59,281	241,385	267,844	509,229
1879.....	221,285	224,336	66,990	65,770	288,275	290,106	578,381
1880.....	226,095	378,078	55,260	102,543	281,355	480,621	761,976

It appears that the tonnage to and from the north by river fell from 315,854 tons in 1871 to 281,355 tons in 1880, and that the tonnage by rail increased from 75,668 in 1871 to 480,621 tons in 1880. The

river traffic constituted about 37 per cent. of the total northern traffic during the year 1880.

The following table illustrates the point still further:

TONS OF FREIGHT received at St. Louis from the south, and of freight shipped from that city to the south, by river and by rail, from 1871 to 1880, inclusive.

CALENDAR YEAR.	RECEIVED.		SHIPPED.		TOTAL RECEIPTS AND SHIPMENTS.		TOTAL.
	By River.	By Rail.	By River.	By Rail.	By River.	By Rail.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1871.....	327,262	782,539	523,505	172,026	850,767	954,565	1,805,332
1872.....	308,480	1,083,600	578,596	257,493	887,076	1,341,093	2,228,169
1873.....	232,460	1,107,228	562,125	275,998	794,585	1,333,226	2,177,811
1874.....	176,120	1,020,414	476,735	291,084	652,855	1,311,498	1,964,353
1875.....	134,465	1,237,205	370,275	368,357	504,740	1,605,562	2,110,302
1876.....	159,485	1,151,049	383,485	313,092	542,970	1,464,141	2,007,111
1877.....	161,870	1,177,779	427,400	371,402	589,270	1,549,181	2,138,451
1878.....	187,910	1,102,696	434,490	397,528	622,400	1,500,124	2,122,624
1879.....	293,480	1,455,792	499,040	496,306	692,520	1,952,098	2,644,618
1880.....	238,940	1,614,637	820,555	671,661	1,059,495	2,236,298	3,345,793

And the summary completes the illustration and emphasizes it :

ACTUAL TONNAGE OF ALL CLASSES OF FREIGHT SHIPPED FROM ST. LOUIS DURING THE YEARS 1878, 1879, AND 1880. SHIPPED BY RAIL.

	1878.		1879.		1880.	
	Tons.	Per Cent. of Total.	Tons.	Per Cent. of Total.	Tons.	Per Cent. of Total.
To the north.....	59,281	3.15	65,770	2.88	102,543	3.72
To the south.....	397,528	21.14	496,306	21.71	671,661	24.37
To the east.....	1,029,006	54.22	1,129,820	49.43	1,179,709	42.81
To the west.....	394,744	20.99	593,820	25.98	801,767	29.10
Total by rail.....	1,880,559	100.00	2,285,716	100.00	2,755,680	100.00

SHIPPED BY RIVER.

To the north.....	67,320	10.95	66,990	9.80	55,260	5.33
To the south.....	434,490	70.70	499,040	73.70	820,555	79.09
To the east.....	90,400	14.70	96,075	14.19	145,295	14.00
To the west.....	22,465	3.65	15,040	2.22	16,415	1.58
Total by river.....	614,675	100.00	677,145	100.00	1,037,525	100.00

TOTAL SHIPMENTS BY BOTH RIVER AND RAIL.

To the north.....	126,601	5.07	132,760	4.48	157,803	4.16
To the south.....	832,018	33.35	995,346	33.59	1,492,216	39.34
To the east.....	1,119,406	44.86	1,225,895	41.38	1,325,004	34.93
To the west.....	417,209	16.72	608,860	20.55	818,182	21.57
Total shipments.....	2,495,234	100.00	2,962,861	100.00	3,793,205	100.00

And yet the river is ten times more valuable and more important to the trade of St. Louis, and especially to the city's position as a trade centre, than it was in 1857. It is needless to pursue this branch of the subject any further. The people of St. Louis have a

perfect confidence in their resources and in their ability to develop them. As they contend, in speaking of their ability to utilize their stores of fuel, for example : The output of coal in England to-day will load a railroad train sixty miles long. The coal basins of

the British Isles, when compared to the basins of this valley, are as one to twenty, or even fifty. The output here daily in the coming times will be simply enormous. The same remarks apply to the iron mountains and iron fields, lead, zinc, and copper fields. They are as fifty to one, compared to the mineral fields of the British Isles. The agricultural resources of this basin hold the same position. The railroad system of the British Isles has about reached its culminating point, as have all the developments of the mineral and agricultural resources of the island.

England has heretofore manufactured all the hardware and heavy goods for the nations of the world. Now, as these people will be large consumers in the future, and the great supplies of raw material, as cotton, iron, lead, zinc, copper, and other elements, are in this basin, it does not require the vision of a prophet to foresee that in the coming times the iron industries, tanneries, potteries, smelting-works, and a hundred other industries will grow up here and supply these foreign markets, and that St. Louis will be the importing, exporting, wholesale mart, general distributing point, and railroad centre of this great valley of the Mississippi, or basin of the continent.

And they meet the suspicion of indifference and lack of energy in this wise, to quote from a St. Louis newspaper of the day after Christmas, 1878,—

"Are St. Louis men unprogressive? Some of our contemporaries out West are disposed to 'poke fun' at St. Louis because of the apparently unprogressive and unenterprising character of those who are rulers in her marts of trade and banks. Well, perhaps it is a truth that St. Louis is provokingly slow, but it would be well to remember that St. Louis is exceedingly sure, that she does not act for to-day only, but for all time. The truth is St. Louis is a very solid city, that the actual financial condition of her business men is a little too good for a very aggressive campaign for traffic. We do not say that the city is in danger of permanent injury from the too prosperous condition of her citizens engaged in the business of merchandising, manufacturing, banking, building, and other industries. St. Louis is a conservative city, that we readily admit, but the conservatism of our citizens does not lead them to neglect the great interests which centre here, and which have thus far led to a great and substantial development. It is true, and we readily admit it, that the rather ultra-conservatism which prevails here sometimes delays the consummation of designs necessary to the continued prosperity of the city, and, to the extent of such delays, retards and injures its commerce. But the good people of St. Louis are neither blind nor destitute of ordinary intelligence. They know their interests, and will be very certain to guard them with jealous care."

We have spoken of the population of St. Louis, and the people and natives who compose it, more than once in the course of these volumes, but the subject will admit of further discussion. The figures of the census representing the city's growth have been given above, but a word or two of explanation is needed to

make them clear in their full exponential value. The returns of the census of 1880 were a source of disappointment approaching dismay. But this was because the census of 1870 was a fraud and delusion. This fact is now conceded upon all hands, and indeed has been conclusively demonstrated. There is no reason to doubt or question the substantial fidelity of the census of 1880. As Mr. Charles W. Knapp says, in the paper elsewhere quoted,—

"Look where you may for disproof of the census figures, you will find nothing to indicate St. Louis had much more than the 350,000 the census gives it. Inquire of the postal business and you will find that the Chicago office collected 9,000,000 pounds of mail matter and sold \$1,114,000 worth of stamps, while the St. Louis figures were only 4,250,000 pounds of mail matter and \$600,000 worth of stamps in the year ending with June, 1880. Count the names in the Chicago directory of 1880 and you will find 170,388, while the St. Louis directory had only 120,517. The Chicago directory contained 33.87 per cent. of its whole population, and the St. Louis directory would indicate, according to that percentage, a population of 355,822 for this city. Come nearer to the present and you will find that a school census taken in Chicago last July showed a population of 562,693, while the directory of this year shows 192,567 names, or 33.78 of the whole number reported by the school census, while the St. Louis directory contains only 139,151 names, indicating a population of 412,000 on the basis of the Chicago percentage. Doubtless this is a larger population than Boston can show, but it is not enough to advance St. Louis above the fifth place, nor are there any other collateral statistics that can be depended on which indicate that the Chicago figures are too high or the St. Louis too low. The relative number of pupils enrolled in the public schools of the two cities may seem to indicate a small difference in population, when it is found that the enrollment reported in Chicago in June, 1880, was 59,562, or 11.84 per cent. of its reported population, while the St. Louis enrollment was 51,241, which, on the basis of the Chicago percentage, would indicate a population of 431,934 for St. Louis. I warn you that only the most short-lived joy is to be got of such a calculation, however, for in June, 1882, Chicago had 68,266, or 12.21 per cent. of the population reported by the school census, while St. Louis had only 53,050, indicating only 437,320 population on the Chicago basis. It is so absurd to say that St. Louis has only increased 5886 in the past two years that you must see there are reasons why the school statistics are unavailable as an index to population. I was told at the office of the superintendent of schools that there is really no class of statistics more inaccurate, because of the manifest carelessness of the principals in their preparation, while, aside from that fact, the adequacy of the school accommodation influences the school enrollment even more than the increase of population, which cannot swell the school attendance if the schools are already filled to their full capacity. It is of no avail, therefore, to appeal to the school statistics to impeach the census, and we must let the figures of 1880 stand."

In spite, however, of the fact that St. Louis falls one hundred and fifty-three thousand below Chicago in population, and still more in manufactures and some branches of trade, as pork-packing and grain shipments, St. Louis shows more wealth, by nearly ninety millions of dollars, than the rival

city. This may be, and is in great part, from lower assessments, but that lower assessment simply means that people in St. Louis own their property while Chicago is owned by money-lenders in New York, Boston, and elsewhere in the East, who have mortgages upon all the land and improvements, railroads, mills, stocks, and bonds in Chicago, and get their percentage out of every man's earnings and income. St. Louis, moreover, is a larger produce market than Chicago, as the following table shows:

MONEY VALUE OF PRODUCE RECEIPTS, 1881.

	Chicago.	St. Louis.
Flour.....	\$4,780,285	\$9,412,800
Wheat.....	13,669,903	15,230,106
Corn.....	30,732,449	10,629,655
Oats.....	5,780,597	2,527,020
Rye.....	837,779	469,769
Barley.....	4,244,893	2,411,723
Cotton.....		20,000,000
Tobacco.....		3,000,000
Hay.....	1,000,000	1,600,000
Potatoes.....	1,900,000	1,100,000
Total.....	\$62,945,886	\$66,381,073

It is the largest wheat market in the country, and the largest flour market in the world. It is, moreover, as already shown, the largest interior cotton market in the country. These are consolations for the less accelerated growth of population; but, the fraud of 1870 eliminated, Mr. Knapp believes St. Louis to have grown more rapidly during the past decade than ever before. Thus, while St. Louis in 1800 had 957 people, in 1820 only 4598, in 1830 5852, the range with Chicago from that time forward was as follows:

	1840.	1850.	1860.	1870.	1880.
St. Louis.....	16,469	77,860	160,773	213,301	350,522
Chicago.....	4,479	29,963	109,260	293,977	503,053

(The population in 1870 is reduced 100,000 below census figures.)

On this basis the relative percentages of growth were as follows:

	Chicago.	St. Louis.	Difference.
1840 to 1850.....	569.00	373.00	196.00
1850 to 1860.....	261.00	106.00	155.00
1860 to 1870.....	173.00	32.67	140.33
1870 to 1880.....	68.61	66.82	1.79
1880 to 1882.....	11.85	18.81	6.96

In other words, it took the population of St. Louis ten years to recover from the effects of the civil war, during all which period Chicago was expanding and developing with acceleration. Nevertheless, St. Louis has entirely recovered from that period of *bouleversement* as respects population, and in another decade will have completely recovered as respects industrial growth and development of transportation facilities.

Mr. Knapp, however, who is as frank and candid in his statements as he is keen and searching in his analyses, warns his fellow-citizens that there are still some hindrances to progress, which must be removed

if they desire to see the city of their hopes grow and expand vigorously and equably. Prices are too high, he says.

"It is the same unvarying story, from the bootblacks and newsboys up to the merchant princes and millionaire bankers. We are overloaded with high taxes, high money, high freights, and high labor. Rents are higher, food is higher, clothing is higher, and even fuel is higher than in either Chicago or Cincinnati, and so handicapped we cannot make a fair race. I know your eyes are tired of figures, but pardon me just once more, for I think in the following table there is the suggestion of one of the first of the dead weights we must strive to remove.

"Tax rate on \$100 of assessed valuation, all taxes aggregated."

Boston.....	\$1.51	New York.....	\$2.47½
Brooklyn.....	2.57½	Philadelphia.....	1.90
Chicago.....	6.48	St. Louis.....	2.58"
Cincinnati.....	2.22		

Interest rates are too high also, he says, higher than in any other city of the first class; and where interest is high, either the security is not good or money is not plenty.

"High freights we must also make war against, and the railways be forced to remove the onerous and unjust bridge arbitrary charge, which, ranging from two to five cents per one hundred pounds, adds fifty-five to one hundred and twenty-nine miles to the actual mileage distance of St. Louis from eastern points. It may be we shall get relief from this only when a new bridge is built, but that may come at no distant day, for the Indiana, Bloomington and Western Railway, which is now locating an extension line to St. Louis, has under contemplation the construction of a bridge at Chain of Rocks, with a view to making its terminus on this side of the river, and billing freight to and from St. Louis, instead of East St. Louis, as all the other roads do. There is equally as much need for competition on the river; the barge rates especially having been maintained during the past summer at a mark which made the river route steadily more expensive than the lake and canal route from Chicago.

"I must stop here," says Mr. Knapp, in conclusion, "for, though I have named but a few of the forces operating to retard and limit the city's growth, these are fair examples. Such hindering obstructions as we may not hope to remove are, after all, of the kind that all other cities find in their way; and we must remember that the struggle for commercial supremacy is always a hot contest, in which victory belongs where energy and enterprise are most vigorously developed, so we need not despond because we cannot find an exclusive and easy path to metropolitan greatness devoted to our sole use. All progress is a battle with adverse influences, and we have the encouragement of past successes to persevere, bearing constantly in mind that the struggle will cease only when progress ends. Let, therefore, no faint-hearted yearnings for peace and quiet tempt us from the strife, but let us build up a sensible self-respect, encourage reasonable and intelligent confidence in our future, and stimulate a bold and aggressive policy, forcing competition at every point, with a fearless determination to grasp all that is possible. Remember that we have one great advantage in that there is no rival market as near to St. Louis as there is to every other leading city,—Milwaukee sitting almost in the doorway of Chicago, and Louisville in the back yard of Cincinnati, while New York, Philadelphia, Brooklyn, and Baltimore crowd under each other's noses. Chance having thus kindly seconded the favors of nature in our geographical situation, we have a better opportunity to combat the opposing

forces than most other cities, and it is only for us to make the most of it, to keep a sleepless watch ahead, and attack with united earnestness every impediment rising in the city's path."

The Growth and Population of St. Louis.—This history of St. Louis has been written in vain if the readers do not rise from its perusal firm in the conviction that the population of the city is stronger in character, energy, and social and civic virtues of every sort than it is in numbers. This point has been clearly and beautifully illustrated by Col. George E. Leighton, in his recent annual address as president of the Missouri Historical Society,—the address being a plea for more earnest support for the society and greater attention to and veneration for the memories and records of the men who founded St. Louis. A philosophical history of the place, he said, was needed :

"It is a work yet to do, to analyze the operating causes of our development. How the French trading post became the village; why the settlement of Laclède at St. Louis was more prosperous than that of Blanchette Chasseur at St. Charles, of Beausier Dunegant at Florissant, or that of Delor de Tregette at Carondelet, or that of George Morgan at New Madrid; how the village was socially and politically affected by the successive dominion of France, Spain, and the United States, or by the personal influence of the successive Governors of Upper Louisiana; how the first couriers from the Eastern States, like Easton and Bent and Clark, weak in numbers but strong in individuality, sowed the seeds of American manners and methods, and awakened the spirit of commercial life; how the succeeding emigration from the States, of which Benton, Hempstead, Barton, Riddick, Bates, and Charless were the representatives, impressed its social and political character; how the later emigration from New England, with its exalted appreciation of the value of educational and associated benevolent work, affected its development; how the German emigration, following the revolutionary movement of 1848, full of grand ideas of political and religious freedom, impressed its influence upon it; how this city affected and was affected by the civil war; the history of the development of our public works; the effect of the institution of slavery on the growth and development of the city, and many others which might be stated, are questions for exhaustive study, not to be solved by the mere compilation of commercial and manufacturing statistics or the mere narrative of concrete events.

"The colonists were represented by such names as the Chouteaus, Gratiots, Soularis, Vallés, Sarpy, Chenies; later, the Morrisons, who came from the French settlements; still later Irish enterprise was represented by the Mullanphys, Rankens, Dillon, the Campbells, the Walshes, Whittaker; Scotch thrift by McKenzie and Nicholson; German intelligence and mercantile sagacity by Palm, Kayser, Barth, Kim, Steitz, Angelrodt, Anheuser, Lemp; the Southern States by Benton, Gamble, Geyer, Polk, Charless, the Blows, Kennetts, and Blairs, Harrison, Lucas, Beverly, Allen, Hunt, McPherson, the Carrs, Von Phuls, Chambers, Paschal, Farrar; the Northern States by Bent, Easton, Carr Lane, Filley, Smith, Cavender, Rhodes, Blood, Field, Spaulding, Collier, Bridge, Dickson, Gale, Davis, the Lindells, Ames, Thomas Allen.

"Other names will readily occur to you, and if it were proper to allude to living men, the list could be indefinitely extended. Some men count for nothing in human progress; some men count for one, some for ten, some for one hundred. There will

be no dissent when I say that each of those I have named, and many others that could be named, counted for more than one in the forces which mark the progress and development of our commercial, industrial, and intellectual interests. Is it to be said of us that we will allow the record made by these men to pass into oblivion as those who knew them pass away? An hundred men fill their places to-day,—themselves to pass, by the same neglect, into the same oblivion. Is it of no importance to us that some permanent record should be made of their place in our local history? It is no record of such men that they lived and died. Municipal history, or State history, or national history is in its last analysis but the record of the men who have conceived and executed projects that lift the city, or State, or nation over the years and push it forward in the march of civilization."

All this is profoundly true, and it is the sort of truth which we should welcome, for it bears fruit when we act upon it as a guiding principle. Men are the authors of institutions, and these again reflect men. Growth, decay, birth, death, prosperity, and decline of cities, all are summed up in the character and qualities of the men who inhabit countries and the institutions they construct. St. Louis, Chicago, New York, San Francisco, all were inhabited by other races before the white man came to occupy them. But scarcely a trace remains of that former inhabitancy. Nature and natural forces were the same, climate and advantages of site were the same, man only was different. We must not forget this when we hasten to ascribe all things to nature, and are willing to leave all things with nature.

The population of St. Louis, as has been shown elsewhere, has always been curiously mixed. In 1800, French was the predominant, Spanish the official language, and French was still the common speech in 1818. In 1883, German is taught in all the schools alongside English, and in some quarters of the city it is the most familiar tongue and the one heard most often.

The following are the first American censuses of St. Louis :

1810. *Third United States Census, Missouri Territory.*—District of St. Charles, 3505; St. Louis, 5667; Ste. Genevieve, 4620; Cape Girardeau, 3888; New Madrid, 2103; Hope and St. Francis, 188; Arkansas, 874; total in Territory, 20,845.

1815. *December 9th, by John W. Thompson, Sheriff.*—Town of St. Louis, 2000; whole county, 7395; gain in two years, 1200.

1820. *August 1st, United States Census.*—Town, about 4000; whole county, 9732.

White male population in Missouri as reported to the Governor under the acts of Assembly of Jan. 18, 1814, and Feb. 1, 1817; also showing number of votes taken for members of the State Convention from the counties from which returns were received in May, 1820 :

COUNTIES.	Number of Free White Males in 1814.	Free White Males in 1817.	Free White Males in 1820.	Number of Votes for Members of Convention in May, 1820.
New Madrid.....	1548	669	No return.	314
Cape Girardeau.....	2062	2593	No return.	837
Ste. Genevieve.....	1701	2205	No return.	.....
Washington.....	1010	1245	No return.	453
St. Louis.....	3149	4725	.....	.....
St. Charles.....	1696	2866	1664	628
Howard.....	.....	3386	3862	1735
Cooper.....	.....	.....	2688	796
Montgomery.....	.....	.....	1090	359
Lincoln.....	.....	.....	772	248
Pike.....	.....	.....	1229	492
Jefferson.....	.....	.....	.....	265
Franklin.....	.....	.....	1227	.....
Madison.....	.....	.....	674	.....
Wayne.....	.....	.....	.....	.....
Lawrence.....	.....	1529	.....	.....
Arkansas.....	827	.....	.....	.....

Of the character of the immigration about this period, the *Missouri Gazette* remarks under date of Oct. 26, 1816,—

“ Missouri and Illinois exhibit an interesting spectacle at this time. A stranger to witness the scene would imagine that Virginia, Kentucky, Tennessee, and the Carolinas had made an agreement to introduce us as soon as possible to the bosom of the American family. Every ferry on the river is daily occupied in passing families, carriages, wagons, negroes, carts, etc. Respectable people, apparently able to purchase large tracts of land, come on. We have millions of acres to occupy, provisions are cheap and in abundance.”

In 1819 the Irish were strong enough in St. Louis to meet in October of that year, organize a Hibernian or Erin Benevolent Society, and make arrangements for celebrating the next St. Patrick's day. The organization of that society was as follows: Jeremiah Connor, president; Thomas Hanly, vice-president; Hugh Rankin, treasurer; Lawrence Ryan, secretary; Robert H. Catherwood, Thomas English, Hugh O'Neal, Joseph Charless, Sr., and Thomas Forsythe, standing committee.

In 1828 there was another State census, with the results stated below, as given in a contemporary account:

“ According to the returns made to the secretary's office by the sheriffs of the different counties, the whole number of inhabitants in the State on the 1st of November amounted to one hundred and twelve thousand four hundred and nine. Under the next general census, even should the ratio of representation be increased to sixty thousand, the State will then be entitled to two representatives in Congress. We give below the aggregate number in each county of the State:

Jefferson.....	2,367	Franklin.....	2,852
Madison.....	2,276	Marion.....	2,409
Saline.....	1,659	St. François.....	2,030
St. Charles.....	3,514	Howard.....	9,730

Cooper.....	5,744	Ste. Genevieve.....	1,705
Boone.....	7,890	Washington.....	6,236
Wayne.....	3,009	Cole.....	2,478
Cape Girardeau.....	6,507	Galloway.....	4,517
Jackson.....	2,029	Ray.....	1,843
Pike.....	4,763	Scott.....	1,610
St. Louis.....	11,980	Montgomery.....	3,254
Lincoln.....	2,826	Gasconade.....	2,199
Ralls.....	2,450	Lafayette.....	2,203
New Madrid.....	1,893	Clay.....	4,376
Perry.....	2,743	Chariton.....	3,263

In the city of St. Louis,—
 Free white males..... 2,179
 Free white females..... 1,589
 Slaves, free persons of color, etc..... 1,232
 ----- 5,000

In St. Louis township, out of the city,—
 Free white males..... 1,009
 Free white females..... 839
 Slaves, free persons of color, etc..... 359
 ----- 2,207

In Bonhomme township,—
 Free white males..... 976
 Free white females..... 906
 Slaves, persons of color, etc..... 352
 ----- 2,234

In St. Ferdinand township,—
 Free white males..... 1,024
 Free white females..... 919
 Slaves, persons of color, etc..... 496
 ----- 2,439

Total..... 11,880

A newspaper of that day, commenting upon the rate of growth exhibited by the above figures, said,—

“ After the cession of Louisiana to the United States, that part of the ceded territory north of the Missouri River was designated and known as the St. Charles district. This appellation it retained for several years, the body of country now the most flourishing part of the State forming but one county. Among the papers of the sheriff of 1805 is found a census of the inhabitants of the county, taken in that year, from which it appears that the total number then in that district was fifteen hundred and sixty-four whites, fourteen slaves, and seven free blacks. We have had the curiosity to contrast this census with that taken in 1828, and find that the same district of country now embraces seventeen counties, and is inhabited by a population of near seventy thousand persons.”

In 1836 the sheriff took a county census, and the population returned was,—

St. Louis City and suburbs.....	10,486	Maramec township.....	692
Bonhomme township....	2,271	Carondelet township.....	1,854
St. Ferdinand township	3,139	St. Louis township.....	1,127

The preliminary report upon the census of 1840 was the following:

“ GRAVOIS, ST. LOUIS Co., Oct. 30, 1840.

“ A. B. CHAMBERS, Esq.:

“ Dear Sir,—Agreeable to request, I herewith furnish you with a copy of schedule of mines, agriculture, commerce, manufactures, etc., exhibiting a full view of the pursuits, industry, and resources of the county of St. Louis, excluding the city and township of St. Louis, taken by me for the United States, as deputy, under the marshal of the Missouri district. I found but little difficulty in exacting answers to the many inquiries enjoined upon me by law to propound during the course of my avocations. You may, therefore, depend upon this statement being as near correct as was in my power to arrive at.

"The population of the county, excluding the city of St. Louis and township, is 11,380.

Value of the products of the dairy.....	\$12,283
" " " orchard.....	18,465
" home-made or family goods.....	13,495
" produce of market gardeners.....	20,331
" " " nurseries and florists.....	2,025

LIVE-STOCK.

Number of horses and mules.....	3,740
" " neat cattle.....	13,193
" " sheep.....	8,478
" " swine.....	22,649
Estimated value of other property of all kinds.....	\$11,233

GRAIN.

Number of bushels of wheat.....	58,677
" " " barley.....	1,865
" " " oats.....	91,956
" " " rye.....	5,638
" " " buckwheat.....	1,908
" " " Indian corn.....	451,144

VARIOUS CROPS.

Pounds of wool.....	8,651
" " hops.....	435
" " wax.....	1,758
Bushels of potatoes.....	81,310
Tons of hay.....	4,147
" " hemp and flax.....	9,905
Pounds of tobacco gathered.....	197,045
The number of bushels of bituminous coal raised is 233,000, capital invested.....	\$11,600
There are four tanneries, capital invested.....	2,500
Thirteen grist- and seven saw-mills, capital.....	12,050
Three distilleries.	

"Respectfully,
 "Your obedient servant,
 "JOHN C. DENT."

These figures caused some dissatisfaction, and led to the following in a contemporary journal:

"There are many causes that retard the growth and prosperity of towns and cities which might be removed by the judicious management of its citizens. One great barrier to the rapid growth of St. Louis and many other towns is the fact that many fine squares and lots of ground lie unimproved and unproductive. By reason of this much of the real capital of our citizens lies dead, and contributes nothing to the general prosperity of the community. Within the corporate limits of St. Louis there are unimproved lots and squares worth several millions of dollars, and which would sell for that money. This is so much dead capital, so far as the business of the community is concerned."

In 1845 another census was taken by the assessors of the wards. From this census it appears that the total number of inhabitants fell a fraction short of thirty-six thousand, divided among the several wards as follows:

First Ward.....	6,900	Fifth Ward.....	6,260
Second Ward.....	6,566	Sixth Ward.....	6,200
Third Ward.....	4,683		
Fourth Ward.....	5,321		35,930

It was about this time that James Gordon Bennett, in the flippant vein which he so much affected, and which he seems to have mistaken for wit, wrote the following sketch of his visit to St. Louis:

"St. Louis, Nov. 20, 1846.

"St. Louis, regarded as a business place, may present inducements almost unparalleled to business men. Its advantages and its situation render it so. Planted on a rocky foundation, the Mississippi passes by it quietly, while above and below this strange stream cuts a channel where it pleases. It is a city destined to command an influential place in the mercantile and manufacturing interest, while its growing morality will give it a high rank in the religious world. But of what a mixture is its population composed! And to what growth do mushrooms attain! I have spent much time in Gotham, in Philadelphia, and in Washington, where this vegetable is to be found of a pretty good quality, but I must confess, with all my Eastern predilections, that I am forced to give this Western city the credit of producing it in perfection. There are forty thousand people living here, and about four-fifths of them are descendants of the best families, and can trace their ancestry back to—Adam!

"Korponay is here, endeavoring to impress the public mind with the importance of the polka, bolero, mazourka, and other fancy dances. And he takes wonderfully, for I am told he had a juvenile pupil the other evening, learning the first principles of the former, and she was only turned five-and-forty. Her agility was regarded as something extraordinary, even here.

"The taste for literature is increasing vastly. The first of a series of lectures before the Mercantile Library Association was to be delivered a few evenings since. Present, twenty-five persons. It was postponed. Two squares below some sable minstrels were giving a concert to an audience of several hundreds of the *élite*. Serenades are popular, and in Fourth Street sojourners are greeted nightly with heavenly strains from violins and flutes.

"On the score of economy the fathers of the city cannot be excelled. Such a thing as lighting the streets at night, except by the moon, is considered a work of supererogation. And then it helps trade, for each citizen is provided with a lantern to thread the streets when the 'moon's in her shroud.' There was a man killed a night or two ago by falling into a quarry in the upper end of the city. That's nothing, however: he was a stranger, and might have made inquiry. The city authorities are old residents,—what need have they for light? Street crossings are too much of a novelty, and none but old persons and crippled ones get more than ankle-deep in mud when that commodity abounds, as it does always after a little rain.

"The summer season, as elsewhere, is the best time, in the surrounding country, to see and appreciate the beauties of nature. Naturalists have a great field for research. Mosquitoes, ranging in size from a pin's head to a large pea, can be taken in coveys without difficulty. Their music at night is a most excellent imitation of the sounds produced by pumping an accordeon without touching the keys, and if one is unprovided with a bar—an article of bed-furniture indigenous to the West—there is little work left for 'cuppers, leechers, and bleeders' in the morning. Another of the 'beauties' is that pendulum of nature, vibrating between heat and cold, the ague. But, as in other cases, its familiarity has bred contempt, and it is considered beneath the notice of the people. In my travels, a short time ago, I stopped to refresh at a public-house. The landlord was sitting over the fire with a blanket over his shoulders. 'How are you?' 'Very well, sir.' 'Is it sickly about here?' 'Oh, no, nothing of the kind.' 'What ails you?' 'I have a touch of the ague.' 'How long have you had it?' 'Thirteen months.' 'Can I get something to eat?' 'Not now, stranger; this is shake day, and the whole family is taking turns.' I mounted my horse and departed."

The corporation census of 1847 was a very gratifying one,—

First Ward.....	9,970	Fifth Ward.....	6,667
Second Ward.....	7,645	Sixth Ward.....	11,453
Third Ward.....	5,744		
Fourth Ward.....	6,354		47,833
Increase from 1845.....		11,903	

This was a visible growth. It could be felt as well as seen, and a journal of the day said,—

“In a city like St. Louis, where the community is composed of the most heterogeneous materials, gathered literally from the four quarters of the globe, it takes some little time for people to find out ‘who’s who’ and ‘what’s what.’ The man born in St. Louis, perhaps when it was a small town of a few hundred inhabitants, now finds himself in the midst of a great city, surrounded by thousands of strangers, and knows not whence they came, what their character may be, or whither they are going. And the people from other countries, other States, and other cities, who now mostly compose this vast community, are alike strangers to each other. It follows, therefore, as a necessary consequence, that society here is somewhat mixed, that it is in a sort of chrysalis state, that an elevated standard of morals and customs is yet to be formed.”

This shows that the great immediate increase of population was apparent to the people themselves, and that the ancient ease and familiar acquaintanceship were disturbed by the great and sudden influx of strangers and aliens. The *Republican* of Nov. 30, 1848, says of the enumeration of the people made that year that,—

“according to the census recently taken by the sheriff of the county, the total number of free white males it contains is 37,045; free white females, 31,222; number of free white persons who have been taught to read and write, 42,469; deaf and dumb persons, 23; blind, 18; free persons of color,—males, 382; females, 486; slaves,—males, 1981; females, 2346; and the grand total is 73,364.

“The city of St. Louis contains a population of 55,952, of whom 28,779 are free white males, and 24,490 free white females; there are 10,435 male children under eighteen years of age, and 10,434 females under the same age; of free negroes there are 367 males and 472 females, and of slaves, 698 males and 1146 females.

“Carondelet contains a population of 523, Bridgeton 405, and Florissant 423 souls.

“The State census was taken in 1844 by the sheriff, and the county then contained a population of 47,668 souls. Of this number the city of St. Louis had 34,140, leaving for the remainder of the county 13,528 souls, the balance of the increase in the four years being all in the city of St. Louis. The total increase in the four years is 25,696, of which 21,812 is the increase in the city of St. Louis.

“We observe, on a comparison of the census of 1844 with that of 1848, that the number of free negroes has increased, while that of the slaves has diminished. In 1844 there were 673 free negroes, while the census now completed makes the number 868. In 1844 the number of slaves was 4512, now there are 4327, a decrease in the slave population of nearly 200.

“There is a slight increase of population in the several incorporated towns outside of St. Louis. In 1844 Carondelet contained 468 souls; now it has 529.”

In this year of 1848 the great German immigration began to flow into St. Louis. The revolution begun in Paris with the dethronement of Louis Philippe, and continued in Italy by Garibaldi, in Germany by all the forces of society except the nobles, the army, and the bureaucracy, and broken in Hungary by the active interposition of Russian armies, had failed also in Germany, but not until it had shaken the thrones of the Hapsburgs and the Hohenzollerns. The revolutionists were forced to fly and expatriate themselves; Illinois was enriched with men like Gustav Koerner, and St. Louis reinforced by a Schurz and a Sigel.

The German immigration to the State began sooner than that to the city. Flint mentions a German colony to which he preached in the interior of Missouri between 1812 and 1820. Indeed, there was a very large plantation of Germans on the Red River, in Arkansas, in the first half of the eighteenth century, under the auspices of the Regent Duke of Orleans, and the descendants of some of these must have penetrated into Upper Louisiana. The first vineyards at Hermann, in Gasconade County, according to Michael Poeschal, were begun in 1841. In 1845, fifty thousand vines were planted; in 1849 there were over seven hundred thousand.

In St. Louis there were many intelligent and enterprising Germans prior to the great influx which began in 1848. The greater part of these were in trade, though many prosecuted intellectual pursuits with characteristic vigor and success. Charles Muegge’s oil-cloth factory was started in 1841; Thomas J. Meier’s cotton-factory—a pioneer enterprise of great value and importance—in 1839. But 1848 is the year in which the tide set in. The soil and climate of Missouri suited the Germans, always inhabitants of the interior; they found themselves heartily welcome, protected and befriended, and abundant labor waiting for them. They did not fear the competition of slavery, and the “peculiar institution” never interfered with them, reduced the value of their work, or traversed their opinions. The arrivals of Germans at the port of St. Louis were:

March 18, 1848, to same day 1849.....	9,000
“ “ 1849, “ “ 1850.....	14,403
“ “ 1850, “ “ 1851.....	10,815
Total in three years.....	34,218

Of these about two-thirds found employment in St. Louis. In 1851 this city was counted as the principal port for the debarkation of Germans to the valley of the Mississippi, great numbers coming by way of New Orleans. It was at this time that the well-known and most useful German Society of St. Louis

was incorporated, its objects being to protect and defend the immigrants from Germany, provide them employment when needed, and care for the sick and destitute. Nobly has it done its work, burying the dead, finding homes for the orphan, and securing medical attendance, medicine, and hospital room for indigent invalids. The trustees named in the original act of incorporation of this society were John Wolff, Adolph Abeles, Thomas J. Meier, Edward Eggers, Henry W. Gempp, Andrew Krug, Charles Muegge, Louis Speck, and John C. Meyer; J. Reichard, secretary and agent. The Germans in St. Louis to-day, forming a large proportion of the population, and including many of the best and most wealthy citizens, do not need an association of this sort to protect them. They constitute a potent and fully recognized industrial, mercantile, social, and intellectual force in the community. They are leaders in opinion and leaders of men. The German press of St. Louis is a power throughout the country. It has contributed statesmen, soldiers, and scholars to reinforce the national wealth. A German of St. Louis has been mayor of the city, another senator in Congress, ambassador to foreign lands, member of the cabinet, moulder of parties, and leader of men. The *St. Louis Journal of Speculative Science*, the only periodical in the country devoted exclusively to the exploitation of metaphysics, is a direct product of German thought and German culture, and it is claimed that St. Louis is the only place on this continent where the philosophy and the comprehensive philosophical system of George Wilhelm Friedrich Hegel is read, understood, and appreciated.

At the same time as this German immigration, St. Louis received an accession of population from the French West Indies, as is told in a paper read before the Missouri Historical Society in 1878 by Mr. Collet, the author being Mr. Edward De Laureal. This paper is in substance as follows:

"Guadeloupe had scarcely recovered from a terrible disaster which had covered the entire colony with ruins.

"On Feb. 8, 1843, about ten o'clock in the morning, Pointe-à-Pitre, the capital of the colony, was destroyed by an earthquake more violent than previously known. What the reeling earth spared the fire seized upon. The number of dead crushed beneath the ruins or calcined by the flames was so great that there were not sufficient persons to bury them, and as a matter of necessity the remains were transported to the open sea and entombed in the deep.

"Their wounds scarcely healed, they began to breathe, when of a sudden they found themselves menaced with ruin from another cause. A political upheaving threatened to destroy in their hands the very instruments of all prosperity.

"In the month of March, 1848, a sinister rumor spread like a pall over the country, and caused a thrill of terror through-

out. A war-vessel appeared on the horizon. It came to announce to the country momentous news. A revolution had broken out in France, the king, Louis Philippe, driven from his throne, and been obliged to take refuge in England. The people, sovereign by revolt, had proclaimed the republic, and constituted a republican government in the Hôtel de Ville at Paris. The authorities of Guadeloupe, as well as those of all the other French colonies, were enjoined for the future to obey no other orders than such as emanated from the republic, one and indivisible.

"These news, however we may look at them at a distance and after a lapse of twenty-nine years, when received in the colony were of a nature to trouble the country and to excite the population to deplorable excesses.

"Many colonists yet living who had passed through the ordeal of the first French republic felt the presentiment of what was to be dreaded from another, the outcome of the barricades. If the colony were not as completely upturned during the short duration of the second essay at republicanism, it was not the fault of those who made it their business to persuade the blacks that the supreme object of liberty was not only enfranchisement from all labor, but to trample in the dust that which they had heretofore respected.

"The new agents of power in the colony, doubtless to give proof of their zeal, casting aside every precaution so indispensable nevertheless in such grave circumstances, suddenly proclaimed the abolition of slavery. This precipitation was most ruinous to the country. Of a sudden the master and the slave found themselves face to face in a position embarrassing to both parties, impossible yet to define distinctly, and which created a real social peril.

"After the first moments of astonishment at their new respective situation there were compromises between the newly enfranchised and the proprietors, who had at heart the continuation of work, compromises which, without satisfying the laborers, were initiative to the ruin of the proprietors.

"In presence of this state of things, which could not last long, in presence of the alarming rumors which night and day kept the population on the alert, a common thought came at the same time to the heads of families, who, without exchanging views, felt the urgency to fly from a coming danger.

"This unanimous thought had America for its object. By a singular chance St. Louis, in Missouri, was the converging point of all projects of emigration. Consequently, in the month of July, 1848, there were seen disembarking on the Levee of St. Louis the first families wandering in search of a security which their native country no longer offered them.

"Soon these families were followed by a great number of other emigrants, so that in 1849 an agglomeration of French from Guadeloupe formed almost a little colony. They had just reason to congratulate themselves on their reception on American soil.

"But almost immediately after their arrival the emigrants were doomed to undergo a rude trial. The cholera, which during the spring and the summer of 1849 desolated the city of St. Louis, did not spare them. Their numbers were sadly diminished.

"But this time again courage was not wanting in the colonists from Guadeloupe. Then were these people, accustomed to the elegance of luxury, the comforts of an easy life, seen to make courageously the sacrifice of their past in burying the souvenir in the depths of their hearts, to begin a life of fatigues, of rude occupation to which they were far from having been accustomed. More than one mother of a family, thrown entirely upon her own efforts, by a prodigy of economy and courageous patience, was enabled to bring up her family and to place her

children in a position to contract alliances with honorable families of her adopted city.

"To-day the fusion is complete, and the descendants of the French colonists coming from the West Indies, strangers to their maternal tongue, no longer make use of any other language than that of the country of which they are citizens, or are in any respect distinguishable from those around them."

The numbers of this immigration have been left to conjecture or the imagination. The allusion to the cholera year of 1849, however, recalls a period of great suffering to St. Louis, and great afflictions, under which its people bore up as if conscious of their destiny. The pestilence was followed by the most destructive fire which ever raged in St. Louis, and the press of the period, in commenting upon it, said, "Emerging as we are from two calamities which have no parallel in this country, suffering alike in the destruction of property and the still greater destruction of life, having lost in a single night houses and goods enough to constitute a town of very considerable size and commerce, and in two months buried five or six thousand human beings, it may be pardoned those who have so far survived these calamities to look around and ahead at their condition."

That condition was not pleasant to contemplate. Just before the outbreak of cholera a corporation census had been taken, yielding the following statistics of the population in February, 1849:

Ward 1.....	9,972	Ward 5.....	16,933
" 2.....	10,193	" 6.....	12,930
" 3.....	10,233		
" 4.....	9,221	Total.....	63,482

In 1850 the regular government census showed a falling off of 6668, chiefly in consequence of the epidemic. The figures are,—

"White males in St. Louis County, Missouri:

20 years and under	30.....	17,187
30 "	" 40.....	11,413
40 "	" 50.....	4,573
50 "	" 60.....	1,804
60 "	" 70.....	624
70 "	" 80.....	160
80 "	" 90.....	32
90 "	" 100.....	6
100 and upwards	.....	2
Age unknown.....	.....	15
		<hr/> 35,816
Females.....		20,987
Total.....		<hr/> 56,803

"Suppose the number of males between twenty and twenty-one to be equal to one-tenth of the number between twenty and thirty, and that number will be 1718, which taken from the whole male population over twenty-one will leave 34,088 over twenty-one.

"Assuming that there were 34,088 over twenty-one years of age, calculate from census returns of 1850 the number under that age, so as to get a proportion upon which to proceed in the calculation at this time.

"White females in St. Louis County, Mo., according to census (U. S.) 1850:

20 years and under	30.....	10,189
30 "	" 40.....	5,917
40 "	" 50.....	2,785
50 "	" 60.....	1,346
60 "	" 70.....	572
70 "	" 80.....	142
80 "	" 90.....	27
90 "	" 100.....	3
100 and upwards.....	.....	0
Age unknown.....	.....	6
Total.....	.....	<hr/>20,987

"These figures include foreigners not naturalized, but as the census referred to is that of 1850, all not naturalized at that time have since taken out their papers."

The excess of males over females revealed the recency of a large proportion of the city's population. In spite of losses by the cholera, however, the St. Louis press was not afraid to make comparisons, and this is the way it was done:

Cities.	1830.	1840.	1850.	Ratio for last ten years. Per cent.
New Orleans.....	49,826	102,193	119,461	17
Cincinnati.....	24,831	46,338	115,436	149
St. Louis.....	4,977	16,469	77,860	373
Louisville.....	10,341	21,210	43,196	104
Pittsburgh.....	12,568	21,115	46,601	130

"A like ratio of increase between 1850 and 1860 as there was between 1840 and 1850 would produce the following results in 1860:

Cities.	Ratio of increase from 1840 to 1850.	Results.
New Orleans.....	17 per cent.	190,769
Cincinnati.....	149 per cent.	287,433
St. Louis.....	373 per cent.	368,271
Louisville.....	104 per cent.	88,119
Pittsburgh.....	130 per cent.	107,182

"It is hardly right to suppose that the ratio of increase will continue as large as the cities grow in size, but it is altogether reasonable to believe that their relative ratio will be nearly preserved, which is sufficient to show that St. Louis is destined to be the largest city in the valley of the Mississippi in 1860, if she be not now, upon two years' increase.

"It is to be remembered that in the census of 1850, St. Louis lost some eight or nine thousand population from the fact of her outgrowing her chartered limits. All north of Rocky Branch, including Bremen and Lowell additions, were left out, and on the west all beyond Eighteenth Street and Second Carondelet Avenue, which, if included, would swell her population more than a tenth, and also her percentage of increase.

"It is also well to remember that her census was taken the year immediately following the two greatest calamities that ever befell her,—the cholera and the great fire of 1849,—and before she had time to recover from their effects.

"If her chartered limits embraced the whole city, she is now probably the largest city in the great valley.

"This is no sudden or impulsive start in her growth, for she held nearly the same relative position towards her sister cities of the valley between 1830 and 1840, as the following will show:

"New Orleans increased from 1830 to 1840,	105 per cent.
Cincinnati " " " "	86 per cent.
St. Louis " " " "	231 per cent.
Louisville " " " "	105 per cent.
Pittsburgh " " " "	68 per cent."

The city census of 1851 is very interesting as showing the nationality of the inhabitants and the rapid accession of immigrants from foreign countries.

"The population of the city proper is 77,716. We now give the divisions of that population as ascertained by the census. It will be seen by the following summary that more than one-half of the population is of foreign extraction :

	German.	Irish.	English.	Other Nations.	Free Negroes.
First Ward.....	3,792	699	202	276	13
Second Ward.....	3,124	1,151	277	489	352
Third Ward.....	2,147	1,732	536	656	227
Fourth Ward.....	1,528	3,330	528	310	464
Fifth Ward.....	3,858	1,948	481	277	96
Sixth Ward.....	4,385	2,417	897	451	107
	23,814	11,277	2,921	2,459	1,259

"The whole number of foreigners is 40,471; the number of free negroes, 1259. It appears from the records of the county courts that the whole number of free negroes licensed to remain in this county from September, 1841, to December, 1850, amounts to 575, leaving 684 in the city and county without license and in violation of law."

To the 77,716 people in the city proper were to be added the residents of "Bremen" and other suburbs, 5028, making a total population for the city of 82,744, and yielding an aggregate for city and county of 104,834.

Sheriff Wilmer's census, completed on Dec. 17, 1852, resulted in :

Population of the city.....	94,819
" " county.....	29,034
Total population of the city and county.....	123,853
White males in the city.....	51,251
" females ".....	40,791
" males in the county.....	14,843
" females ".....	11,500
Free persons of color, male and female, in the city and county.....	1,341
Slaves, male and female, in the city and county...	4,069

Comparative tables showing the increase from the month of June, 1850, when the United States census was taken :

	In 1850.	In 1852.	Increase.
Total city population.....	77,465	94,819	17,354
" county ".....	27,369	29,034	1,665
Slaves in city and county.	5,914	4,069	1,845

At that time the California gold fever was raging and diverting population from all its ancient channels, but it did not long affect Missouri and St. Louis. In April, 1855, the newspapers of the day reported the subsidence of the wave and the beginning of a reaction. Said they,—

"The first effect of the gold discoveries in California seven years since was to attract a large emigration from the Western States. For some years previously we had lost many citizens, who thought they could see in the wilds of Oregon better opportunities to improve their condition than they could find on our own teeming soil. But the Oregon emigrants comprised among their numbers a good many whose exit from among us was not a very serious loss, thriftless men, who did well if they produced as much as they consumed, and whose reluctant labor yielded but little for export. A large proportion of the emigra-

tion to California was of a different character. Men of substance, activity, industry, and energy, some of our best farmers, our best mechanics, our ablest merchants, sought the land of gold. This drain on the population of the West could not but be seriously felt in many localities, and though many went intending to return, and though many have since gotten home again, it is unquestionable that the population of Missouri did not increase so rapidly from 1843 to 1854 as it would have done had gold never been discovered in California.

"We are happy to record, however, that this great exodus seems to be over almost if not entirely. We hear no more the notes of preparation for the great journey over the plains, of caravans of hundreds and thousands leaving homes and friends for new and untried scenes. On the contrary, we find that emigrants to Western Missouri and Kansas and Nebraska are coming in, as they used to do in the days of the 'Platte Purchase,' fifteen years ago, and our western borders are now fast making up the losses incurred by the 'California fever.'"

In 1860 the Federal census was as follows for St. Louis County :

Townships.	1860.	
	White.	Colored.
Bonhomme.....	3,131	498
Central.....	5,272	576
Carondelet.....	3,827	166
Maramec.....	2,060	408
St. Ferdinand.....	3,926	863
St. Louis,—		
First Ward.....	21,750	95
Second Ward.....	13,686	110
Third Ward.....	10,185	337
Fourth Ward.....	14,618	837
Fifth Ward.....	12,172	517
Sixth Ward.....	7,664	394
Seventh Ward.....	12,731	374
Eighth Ward.....	22,451	312
Ninth Ward.....	19,705	115
Tenth Ward.....	22,516	206
Eleventh Ward.....	.....	.....
Twelfth Ward.....	.....	.....
Total.....	175,692	5308

The falsification of returns in 1870 makes that census worthless, except for classes of comparison and ratios. Its results are given herewith :

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

St. LOUIS COUNTY.	White.	Colored.	Indian.	Chinese.	Native.	Foreign.	Total.
Central.....	8,120	803	...	...	6,017	2,906	8,923
Carondelet.....	5,000	297	...	...	3,609	1,778	5,387
Maramec.....	2,853	583	...	...	2,705	731	3,436
St. Ferdinand.....	6,262	852	...	...	5,346	1,868	7,214
St. Louis.....	8,395	905	3	...	5,817	3,386	9,203
St. Louis.							
First Ward.....	32,099	1,607	2	...	23,389	10,319	33,708
Second Ward.....	21,295	580	...	...	12,166	9,688	21,855
Third Ward.....	23,109	754	15	...	13,341	10,537	23,878
Fourth Ward.....	36,633	2,538	2	...	26,363	12,810	39,173
Fifth Ward.....	26,257	3,510	7	...	19,624	10,150	29,774
Sixth Ward.....	20,408	1,104	...	...	15,116	6,396	21,512
Seventh Ward.....	16,875	1,630	3	...	12,603	5,105	18,508
Eighth Ward.....	19,659	7,051	...	...	18,600	8,110	26,710
Ninth Ward.....	22,268	649	1	4	13,368	9,574	22,922
Tenth Ward.....	19,430	1,173	...	...	12,298	8,325	20,623
Eleventh Ward.....	31,885	687	8	...	19,018	13,562	32,580
Twelfth Ward.....	18,787	834	...	...	12,722	6,899	19,621
	324,729	26,415	41	4	226,806	124,383	351,189

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

BORN IN UNITED STATES.				BORN IN FOREIGN COUNTRIES.				
STATES.	White.	Colored.	Indians.	COUNTRIES.	White.	Colored.	Indians.	Chinese.
Alabama	426	559	...	Africa	7	8	...	...
Arkansas	246	274	...	Asia	27	1	...	...
California	123	1	1	Atlantic Island.....	3	...	...	...
Connecticut.....	625	6	...	Australia.....	27	...	...	...
Delaware	231	11	...	Austria.....	751	...	...	...
Florida.....	56	28	...	Belgium	254	...	...	...
Georgia.....	340	205	...	Bohemia.....	2,652	...	...	...
Illinois.....	6,720	174	7	British America :				
Indiana.....	2,439	32	...	Canada.....	1,841	16	6	...
Iowa.....	1,424	26	...	New Brunswick.....	58	...	...	...
Kansas.....	278	9	...	Newfoundland.....	4	...	...	...
Kentucky.....	3,706	2,010	...	Nova Scotia.....	74	...	...	...
Louisiana.....	1,882	611	...	British America, not specified.....	9	...	...	...
Maine.....	712	.....	...	Total British America.....	.....	.....	.....	.....
Maryland.....	1,502	174	...	Central America.....	4	1	.....	.....
Massachusetts.....	2,542	27	...	China.....	.....	.....	.....	1
Michigan.....	746	66	...	Cuba.....	17	1	.....	.....
Minnesota.....	145	8	1	Denmark.....	178	.....	.....	.....
Mississippi.....	554	911	2	England.....	5,366	.....	.....	.....
Missouri.....	121,931	12,281	9	Europe, not specified.....	94	8	.....	.....
Nebraska.....	58	1	...	France.....	2,788	.....	.....	.....
Nevada.....	1	1	...	Germany :				
New Hampshire.....	343	3	...	Baden.....	5,881	.....	.....	.....
New Jersey.....	955	8	...	Bavaria.....	6,430	.....	.....	.....
New York.....	9,250	38	...	Brunswick.....	269	.....	.....	.....
North Carolina.....	190	243	...	Hamburg.....	310	.....	.....	.....
Ohio.....	6,880	362	...	Hanover.....	8,858	.....	.....	.....
Oregon.....	2	.....	...	Hessen.....	4,849	.....	.....	.....
Pennsylvania.....	5,878	210	2	Lubeck.....	9	.....	.....	.....
Rhode Island.....	150	3	...	Mecklenburg.....	186	.....	.....	.....
South Carolina.....	150	148	...	Nassau.....	482	.....	.....	.....
Tennessee.....	1,439	1,764	...	Oldenburg.....	220	.....	.....	.....
Texas.....	129	89	...	Prussia.....	24,269	.....	.....	.....
Vermont.....	578	4	...	Saxony.....	1,775	.....	.....	.....
Virginia.....	2,235	1,647	1	Weimar.....	3	.....	.....	.....
West Virginia.....	45	9	...	Württemberg.....	2,566	.....	.....	.....
Wisconsin.....	660	8	...	Germany, not specified.....	2,933	.....	.....	.....
District of Columbia.....	251	30	...	Total Germany.....	59,040	.....	.....	.....
				Great Britain, not specified.....	5	.....	.....	.....
				Greece.....	2	.....	.....	.....
				Holland.....	643	.....	.....	.....
				Hungary.....	126	.....	.....	.....
				Ireland.....	32,239	.....	.....	.....
				Italy.....	985	.....	.....	.....
				Mexico.....	25	5	2	.....
				Norway.....	76	.....	.....	.....
				Pacific Islands.....	1	.....	.....	.....
				Poland.....	292	.....	.....	.....
				Portugal.....	14	.....	.....	.....
				Russia.....	86	.....	.....	.....
				Sandwich Islands.....	1	.....	.....	.....
				Sardinia.....	1	.....	.....	.....
				Scotland.....	1,202	.....	.....	.....
				South America.....	15	2	.....	.....
				Spain.....	45	.....	.....	.....
				Sweden.....	237	.....	.....	.....
				Switzerland.....	2,949	.....	.....	.....
				Turkey.....	2	.....	.....	.....
				Wales.....	147	.....	.....	.....
				West Indies.....	74	1	.....	.....
				At sea.....	45	.....	.....	.....
				Not stated.....	.....	.....	.....	.....
Total United States.....	176,540	22,045	30	Total foreign.....	112,197	43	8	.....
RECAPITULATION.								
Total Whites.....	288,737							
" Colored.....	22,088							
" Indians.....	38							
" Chinese.....	1							
" Natives.....		198,615						
" Foreign.....		112,249						
Grand total.....	310,864	310,864						

The above exhibition of nationalities was thus commented upon and analyzed by an intelligent journalist at the time the statistics were made public,—

“St. Louis is indeed a cosmopolitan city, if there is any on earth. There is still a preponderance of about 85,000 natives over those born in other countries, of whom, however, 22,000 are negroes; but if the children born in St. Louis of foreign parents and who still speak foreign idioms were counted among the foreigners, the two categories would stand in a much closer proportion. At the time the last census was taken there were 198,615 natives and 112,249 foreigners in this city, the census-takers having, with propriety, classed as foreigners only those who were born abroad.

“Now, according to nativity, there are 176,570 whites and 22,045 colored Americans against 59,040 Germans, 32,239 Irish, and 6568 English and Scotch, the balance hailing from almost all countries on earth, even Australia, the Sandwich Islands, and China not excluded. A glance over the statistics of our school population proves the fallacy of these figures, so far as the ethnological character of the city is concerned. Of the 24,347 pupils enrolled in 1870 in our public schools, 10,600, or a little over two-fifths of the whole number, were children of German parents, while only 512, or one out of forty-eight, were born in Germany. Doubtless, therefore, the new arrivals are mostly adults; but inasmuch as the first generation born of foreign parents in this country retain more of the peculiarities of their ancestors than they get from the people into which they will be fused in the end, the ethnological character of St. Louis at present is not exactly determined by the statics of the places of nativity.

“Considering, therefore, the above-stated school statistics, and taking into account the fact that about twice as many of the children in the city of German parentage attend no school at all, or are enrolled in the various parochial schools, the German population, according to the standard of language and habits, amounts at least to 90,000.

“It is evidently more difficult to find the elements for a similar calculation in regard to the immigrant Irish, English, and Scotch population, and those smaller numbers from various other countries. A large majority of these speak English, which enables them to amalgamate sooner with the American nationality. But even of these a sufficient number retain their native peculiarities in such a degree as to warrant the belief that, ethnologically speaking, the population of St. Louis is very nearly equally divided between natives and foreigners.

“No doubt this proportion will increase somewhat in favor of the foreign population during the next ten years, the amalgamating power of the native inhabitants notwithstanding. Not only that the native population has no means to make up for the regular influx from abroad, even if, as it is supposed, it will be smaller than previously, but during the first generation the foreigners increased in a larger ratio by births than the natives.

“The increase of our population, however, has its rational limit, and the moment the limit is approached, the ethnological character of St. Louis will become more stationary and uniform.

“After the second generation people of every extraction acquire many of the physical and moral characteristics of the predominant race. The ratio of births gets to an equilibrium; the large proportion of German children visiting the public schools gives predominance to the English language; the accumulation of wealth in the hands of families of foreign extraction makes them build larger houses and in a style which is

more in harmony with the tastes and wants of the older inhabitants.

“The increase of the colored population from about 5000, which it was previous to the war, to upwards of 22,000 went on without much disturbance in regard to the economical features of our population as a whole. The growth of the city has been so wonderful during the last ten years that this great influx of colored people, which otherwise might have been a source of annoyance, remained almost entirely unobserved. It is probable that if the statistics had not authoritatively given the number of negroes in St. Louis at 22,045, very few of our citizens would have believed that more than about one-half of that number were living among us. The cosmopolitan character of St. Louis is evidently a source of much good to the country. It shows in a microcosmos the manner in which people, composed of every nationality, may profit from each other's peculiarities, bear their idiosyncrasies, and bring them down to a common level upon which all may safely stand and mutually support themselves. People learn to respect the qualities and honest habits of others, and to emulate each other in energy and in their desire to promote the welfare of the whole. The natives learn how to embellish their family life by the introduction of fine arts, and the foreigners how to give up personal and national whims for the public good and mutual good understanding.”

The census of 1880 yielded the figures given below :

MINOR CIVIL DIVISIONS.

	1880.	1870.
Bonhomme township, including Kirkwood village.....	7,043	6,162
Kirkwood village.....	1,280	.....
Carondelet township ¹	5,691	5,387
Central township ¹	7,485	8,923
Marmec township.....	3,746	3,436
St. Ferdinand township, including the following villages:.....	7,923	7,214
Bridgeton village.....	197	.....
St. Ferdinand village.....	817	.....
St. Louis City.....	350,518	310,864
Ward 1.....	17,434	.....
“ 2.....	13,997	.....
“ 3.....	14,494	.....
“ 4.....	24,502	.....
“ 5.....	19,445	.....
“ 6.....	9,949	.....
“ 7.....	13,143	.....
“ 8.....	6,657	.....
“ 9.....	10,812	.....
“ 10.....	26,904	.....
“ 11.....	5,584	.....
“ 12.....	28,536	.....
“ 13.....	8,773	.....
“ 14.....	20,333	.....
“ 15.....	13,562	.....
“ 16.....	11,699	.....
“ 17.....	17,227	.....
“ 18.....	24,673	.....
“ 19.....	7,229	.....
“ 20.....	12,246	.....
“ 21.....	4,187	.....
“ 22.....	3,294	.....
“ 23.....	5,737	.....
“ 24.....	12,256	.....
“ 25.....	1,015	.....
“ 26.....	2,594	.....
“ 27.....	4,824	.....
“ 28.....	9,412	.....

In 1876 formed as a separate municipality and increased by parts of Carondelet and Central and all of St. Louis townships, St. Louis Co.

¹ In 1876 part to St. Louis City.

COUNTY.		
Total population.....		31,888
Males.....	16,988	
Females.....	14,900	
Native.....	25,299	
Foreign born.....	6,589	
White.....	28,008	
Colored.....	3,880	

CITY.		
Total population.....		350,518
Males.....	179,520	
Females.....	170,998	
Native.....	245,505	
Foreign born.....	105,013	
White.....	328,191	
Colored.....	22,256	
Chinese.....	56	
Indians.....	15	

NATIVITY—County.

	Native.		Country Born In.	Foreign.
	White.	Col'd.		
Alabama.....	37	38	Asia, N. S.....	2
Arkansas.....	30	13	Australia.....	2
Arizona.....	1	.....	Austria, N. S.....	19
California.....	12	.....	Baden.....	321 a
Colorado.....	2	.....	Bavaria.....	236 a
Connecticut.....	50	.....	Bohemia.....	18
Dakota.....	6	.....	British America, N. S.	1 b
Delaware.....	13	1	Brunswick.....	21 a
Dist. Columbia..	15	1	Belgium.....	27
Florida.....	13	5	Canada.....	111 b
Georgia.....	19	20	Cuba.....	1
Illinois.....	548	8	Denmark.....	63
Indiana.....	167	4	England.....	265 c
Indian Territory	3	1	Europe, N. S.....	46
Iowa.....	78	.....	France.....	278
Kansas.....	27	3	Hamburg.....	4 a
Kentucky.....	348	257	Hanover.....	393 a
Louisiana.....	84	35	Hessen.....	212 a
Maine.....	53	.....	Holland.....	49
Maryland.....	103	43	Hungary.....	8
Massachusetts...	89	.....	India.....	3
Mississippi.....	47	108	Italy.....	9
Michigan.....	32	.....	Lubeck.....	1 a
Minnesota.....	16	2	Luxemburg.....	18
Missouri.....	18,110	2385	Mecklenburg.....	11 a
Nebraska.....	7	.....	Mexico.....	2
Nevada.....	1	.....	Nassau.....	58 a
New Hampshire	13	.....	New Brunswick.....	3 b
New Jersey.....	48	2	Nova Scotia.....	1 b
New Mexico.....	4	.....	Norway.....	2
New York.....	241	3	Oldenburg.....	11 a
North Carolina..	24	32	Prussia.....	1604 a
Ohio.....	313	5	Poland.....	6
Pennsylvania...	325	6	Russia.....	2
Rhode Island...	8	1	Saxony.....	107 a
South Carolina..	13	22	Scotland.....	59 c
Tennessee.....	151	111	Sweden.....	28
Texas.....	14	4	Switzerland.....	181
Vermont.....	38	2	Wales.....	9 c
Virginia.....	289	260	Weimar.....	3 a
West Virginia..	11	2	West Indies.....	1
Wisconsin.....	38	2	Württemberg.....	95 a
Wyoming.....	2	.....	At sea, foreign.....	1
			Germany, N. S.....	1305 a
			Ireland.....	992 c

When added, items marked a make 4382, which is the number born in *German Empire*.

Those marked b make 116, the number born in *British America*.

Those marked c make 1325, the number born in *Great Britain and Ireland*.

Native white.....	21,423
Native colored.....	3,876
Foreign.....	6,589

Total population..... 31,888

NATIVITY—City.

State Born In.	Native.		Country Born In.	Foreign.
	White.	Col'd.		
Alabama.....	451	440	Africa.....	16
Arkansas.....	447	238	Asia, N. S.....	4
Arizona.....	4	1	Atlantic Island.....	5
California.....	210	10	Australia.....	37
Colorado.....	65	1	Austria, N. S.....	755
Connecticut.....	639	6	Baden.....	3,230 a
Dakota.....	12	4	Bavaria.....	2,848 a
Delaware.....	129	1	Bohemia.....	2,456
Dist. Columbia..	291	45	British America, N. S.	7 b
Florida.....	64	18	Brunswick.....	124 a
Georgia.....	364	250	Belgium.....	217
Idaho.....	5	.....	Central America.....	7
Illinois.....	13,487	448	Canada.....	1,935 b
Indiana.....	2,793	76	China.....	71
Indian Territory	14	9	Cuba.....	33
Iowa.....	1,638	37	Denmark.....	300
Kansas.....	478	29	England.....	6,212 c
Kentucky.....	4,306	1,686	Europe, N. S.....	72
Louisiana.....	1,884	1,015	France.....	2,138
Maine.....	412	5	Great Britain, N. S....	11 c
Maryland.....	1,461	234	Greece.....	8
Massachusetts...	1,780	25	Hamburg.....	170 a
Mississippi.....	688	1,140	Hanover.....	3,928 a
Michigan.....	549	21	Hessen.....	1,958 a
Minnesota.....	203	5	Holland.....	588
Missouri.....	161,188	12,265	Hungary.....	173
Montana.....	13	3	India.....	11
Nebraska.....	103	8	Italy.....	879
Nevada.....	8	.....	Lubeck.....	3 a
New Hampshire	335	.....	Luxemburg.....	50
New Jersey.....	1,046	8	Malta.....	6
New Mexico.....	25	3	Mecklenburg.....	93 a
New York.....	8,412	41	Mexico.....	46
North Carolina..	282	185	Nassau.....	149 a
Ohio.....	7,152	279	New Brunswick.....	39 b
Oregon.....	7	.....	Newfoundland.....	12 b
Pennsylvania...	5,662	147	Nova Scotia.....	83 b
Rhode Island...	205	3	Norway.....	109
South Carolina..	182	171	Oldenburg.....	114 a
Tennessee.....	2,008	1,607	Pacific Islands.....	18
Texas.....	445	105	Portugal.....	11
Utah.....	44	.....	Prince Edward's Isl...	15 b
Vermont.....	476	5	Prussia.....	13,612 a
Virginia.....	2,305	1,574	Poland.....	389
Washington Ter.	1	.....	Russia.....	136
West Virginia...	160	34	Sandwich Islands.....	6
Wisconsin.....	862	18	Saxony.....	909 a
Wyoming.....	9	.....	Scotland.....	1,309 c
At sea, U. S.....	1	.....	South America.....	31
			Spain.....	58
			Sweden.....	551
			Switzerland.....	2,385
			Turkey.....	7
			Wales.....	241 c
			Weimar.....	7 a
			West Indies.....	71
			Württemberg.....	1,113 a
			At sea, foreign.....	68
			Germany, N. S.....	26,643 a
			Ireland.....	28,536 c

When added, items marked a make 54,901, which is the number born in *German Empire*.

Those marked b make 2091, the number born in *British America*.

Those marked c make 36,309, the number born in *Great Britain and Ireland*.

Native white.....	223,305
Native colored.....	22,200
Foreign.....	105,013

Total population..... 350,518

Increase in the Value of Real Estate.—The history of the rapid increase of values of real estate in St. Louis is worth writing, for two reasons. In the first place, it is almost as full of wonders as the tale of

the building of Aladdin's palace, in respect to the sudden and almost miraculously rapid advances in values. In the second place, it helps to prove the point we have been contending for throughout this entire chapter,—that the people of St. Louis have from the beginning almost been conscious of the city's great destinies. Mrs. Hunt, the daughter of Judge J. B. C. Lucas, was fond of telling how her father used to point to a piece of real estate at Pittsburgh which he could have bought for a song, and which sold for over a million. The incident simply illustrates that confident belief entertained by Judge Lucas in the future of St. Louis which kept him a poor man all his life, and reduced him, while the owner of millions in land, to an income of less than two thousand dollars a year even at the day of his death. Henry W. Williams, who knows as much, probably, about real estate as any single person in St. Louis, prepared a very curious paper in 1860 for Mr. Edwards' "Great West" about "the advance of real estate in St. Louis," an article from which we borrow largely. Mr. Williams says,—

"The rise of real estate in St. Louis has been so fabulous that it has become a theme of wonder and interest. We could not make this history complete did we not give some account of the progressions, and to make the relation more varied, more extensive, more authentic and interesting, we have solicited the aid of those gentlemen that are known to the community as most conversant with all of its features, and, without comment or alteration, we give to our readers the communications which have been addressed to us relative to our inquiries."

And here is one of his examples,—

"ST. LOUIS, March 24, 1860.

"DEAR SIR,—In compliance with your request, I have tried to bring to mind as far as I could the value of real estate in this city during the past forty-two years. I have not been a speculator in lands, but have bought for my own use. In the year 1822 I purchased a lot on Third Street, between Plum and Cedar Streets, 75 feet front by 150 in depth, for the sum of \$225 the lot. In the year 1846 I sold the same lot for \$3000, and it is now held at a bid of \$17,000. In 1834 I bought a lot on Main Street, between Spruce and Myrtle Streets, 40 feet front, running to the river-bank, for \$350, and in 1852 I sold it, with a two-story house on it, for \$10,000. The same property is now worth \$35,000. In 1845 I bought a lot on Second Street, between Lombard and Hazel Streets, 150 feet front, running to the river, for \$800, and in 1855 I sold one-third of it for \$42,000, and held the balance at \$100,000. In 1849 I bought a house and lot on Walnut Street, between Sixth and Seventh Streets, for \$6000. In 1856 I was offered \$15,000 for it. I have known similar sales.

"Yours truly, W. RISLEY."

Here follows another,—

"ST. LOUIS GAS-LIGHT COMPANY,
"ST. LOUIS, Feb. 9, 1860.

"DEAR SIR,—At your request I refresh my memory to give you, as far as I can in my opinion, the value of property in St. Louis for some twenty-five to thirty-five years back. The first sale which I can recollect was made by grandmother Dubruil, of a lot on the corner of Second and Pine Streets, 70 feet front by 150 deep, to M. Papin, for \$700. This was, I think, in 1822 or 1823. My mother bought, in 1822 or 1823, a lot 70 feet front by 150 in depth, corner of Second and Olive Streets, southwest corner, with good stone house, log kitchen, barn, and good fences, all for \$1500. The above are now worth from \$1500 to \$2000 per foot.

"In 1826 my grandmother's property on Second Street, block 61, I believe between Chestnut and Pine Streets, was sold by the administrator, 50 feet, corner Second and Chestnut, by 150, for \$10 per foot. The remainder, about 18 feet, with a first-rate stone house and kitchen, was bought in by my mother for benefit of estate for \$3000, and sold by her to Mr. Gay in 1830 or 1831 for the same price, so that property had not risen in that locality from 1826 to 1831. Property even in the business parts of the city had but a nominal value till about 1832 to 1833. It may have commenced rising a little in 1831, but so slightly that it was not noticeable, and did not really seem to rise till 1835. From this period it went up in the business parts of the town pretty rapidly till 1838 or 1839, the commencement of bank disasters. From that period to 1842-43, though there may have been no fall, there was no demand, and, to my knowledge, no sales.

"In 1836 or 1837 I heard Mr. Lucas offer land about Lucas Place for two hundred dollars an acre. He sold lots to Benoist, Bogy, and others on Eighth Street, between Pine and Locust Streets, for ten dollars per foot.

"After the crash of the banks, from 1837 to 1841, property had but a nominal value; it commenced rising about 1842 or 1843, and went up gradually till 1845, from which time it improved more rapidly till the great fire in 1849. From the latter date it rose very fast to the present time, and still continues rising, notwithstanding the cry of croakers to the contrary, and, in my humble judgment, will continue onward till the great valley of the Mississippi is filled up and densely populated. Country property rose but little until the building of plank and macadamized roads, but went up magically after the commencement of our railroads.

"To resume, in my opinion there was but an imperceptible, if any, rise in property in the city till 1834 or 1835, when it continued to rise slowly till the great crash in 1838 or 1839. It went up again about 1842 or 1843, slowly till 1849, and from that period to date very rapidly.

"Hoping the above may add a little light to your valuable researches, I remain, dear sir, yours truly and respectfully,
"LOUIS A. LABAUME."

"ST. LOUIS, March 9, 1860.

"DEAR SIR,—I will try to comply with your request in relation to the relative value of property in St. Louis during the last few years.

"I will give you the facts of a few prominent points, by which you will be able to judge of intermediate points.

"Early in 1840 property on the corner of Fifth and Market Streets sold for \$100 per foot; the same will now readily sell for \$1000 per foot.

"In 1840 I bought lots on Olive Street, between Seventh and Eighth Streets, at \$40 per foot, which would now sell for \$350 per foot. About this time I could have bought of Judge J. B. C. Lucas property on Olive Street, between Eleventh and

Twelfth Streets, for \$10 per foot, which is now worth \$300 per foot. And on the same street, between Fifteenth and Sixteenth Streets, \$5 per foot is now worth \$200 per foot.

"In 1842-43 property sold in Christy's addition, west of the St. Louis University, between Twelfth and Sixteenth Streets and Christy Avenue, at from \$4 to \$10 per foot. The same would sell to-day for from \$125 to \$200 per foot.

"In 1843-44, on Franklin Avenue, and south of it, in Mills' addition, property sold about Twenty-third Street at from \$3 to \$5 per foot is now worth from \$50 to \$75 per foot.

"In the neighborhood of the market on Seventh Street property could have been bought in 1844 at from \$10 to \$20 per foot. The same will now sell for from \$250 to \$300 per foot. Looking southwardly, property sold about this time at a very low figure, but has rapidly risen to figures quite as high as in any other direction.

"From 1840 to 1850 the tendency was north. About 1850 a very rapid advance took place to the south and southwest. From about 1854 to 1860 a great rush took place to the northwest, in the direction of fair grounds.

"North St. Louis, about Bremen, toward 1850 began to make rapid strides.

"In 1849 Lowell was first offered. It had been bought only one year before for about \$200 per acre. In May, 1849, it sold for from \$5 to \$10 per foot on Bellefontaine road. It is now selling at from \$20 to \$30 per foot, or about \$4000 to \$5000 per acre.

"Thus if you take a stand-point about the court-house you will find the progress resulting about the same, though something in favor of the northward. Westwardly you will find quite an equal advance.

"In Stoddard's addition, which is only about ten years old, property sold at from \$5 to \$20 per foot. It will now sell at from \$50 to \$125 per foot.

"As you will observe, the wave of progress has fluctuated in every direction, first in one and then in another, but finally it gains an equilibrium, as things have become established.

"Thus you will see that those who invest money in St. Louis have only to wait a little and a short time brings about vast results. And the only way to judge of the future is to look at the past; according to this rule, the destiny of St. Louis is bound to be the great central city of the United States.

"Truly yours,

"W. HALL."

"Many other instances might be cited," Mr. Williams adds, "showing an increase in the value of the real estate of the city of from thirty to fifty per cent. per annum; but I have already wearied your patience, and close, regretting that the pressure of business has prevented my giving you a more connected and coherent statement of my recollections."

The history of real estate movements and operations, in the early periods of the city especially, has been given pretty fully in preceding chapters, and there is no occasion to do more than supplement these facts in the present chapter with illustrative cases. The system of bringing land into market under advantageous and attractive bids, matured by Chouteau and Lucas, was speedily copied by their enterprising rivals in business. The following is from an advertisement of Louis Labaume's in 1812, 15th of June:

"L. Labaume, Real Estate Agent. To the Public: The subscriber has laid off in town lots part of the plantation on which he resides, situated on the banks of the Mississippi, about a mile north of St. Louis; each square is three hundred and sixty feet in front by three hundred feet back, being sub-divided into six lots, each of one hundred and twenty in front by one hundred and fifty in back. The streets running parallel with the Mississippi are sixty feet wide, and the cross streets forty-five. One square is reserved for public use, and another for schools, etc. He will dispose of the rest on the most reasonable terms for cash and property, and will give some credit on giving good security. The beauty and conveniences of the place is inferior to none in the country. Those inclined to purchase will please apply to

L. LABAUME."

This is cleverly done, and proves that Mr. Labaume was an apt pupil in the methods for disposing of real estate at good figures. His heirs, however, will scarcely forgive him for selling when he did. A corner lot of that estate will now sell for three times as much as Mr. Labaume was offered for the entire property.

Auguste Chouteau, unlike Judge Lucas, was always ready to sell his lots in St. Louis at an advance, and when he saw the chance to buy others. He liked to turn over property frequently, "to realize on it" now and then, as the phrase goes, showing that he was a person of less faith than John B. C. Lucas, but perhaps a more useful man to have about a growing and ambitious town; for, much as such places need buyers, they need sellers still more, people who are willing to let their real property change hands at reasonable eurrent figures, and without nursing it for their grandchildren. Chouteau built, traded, developed industries, turned his money over and over again, and was not afraid of taxes. For years he was the largest taxpayer in St. Louis. Lucas, on the contrary, was always on the lookout for cheap lots, bought to hold, and did not improve. Cheap lots could be got without much trouble. The *Missouri Gazette*, of Oct. 9, 1819, says,—

"At the March sale of public lands in this district, one hundred and seven thousand acres were disposed of at the average price of two dollars and ninety-one cents per acre."

At this time the values of land everywhere in Missouri, and not excepting St. Louis, were greatly unsettled by frauds and fraudulent claims and the long and costly processes of litigation. The liberal land grants under the Spanish *régime* in its last year had opened the way to this, and the trouble was aggravated by speculators who were seeking to locate New Madrid lots (land granted by the United States in cases where property was injured by the earthquakes of 1811-13) even upon the very boundaries of St. Louis. The landshark of that day, rapacious monster, stopped at nothing to insure his claim. Theft, perjury, forgery, murder, all the crimes in the statute-book were com-

mitted to get property for nothing, and to dispossess rightful owners of their estates and improvements. The simple French *habitans*, the land commissioners, and the courts were no match for these confederated thieves, with their wholesale forgeries and their gangs of hirelings ready to swear to anything. Bryan and Rose, in their interesting "Pioneer Families of Missouri," have preserved the affidavit of one of these suborned perjurers, given at Kaskaskia in August, 1807:

"I, Simon Toiton, being in my sober senses, having taken no drink, and after mature deliberation, having been apprised that I had given a great number of depositions relating to land titles, as well those derived from donations as from improvements; that by means of these depositions great quantities of land have been confirmed to different persons in whose favor I have given these depositions, I do consequently declare, as I have already declared to several persons, that I am ignorant of the number I may have given, since I was drunk when I gave them, a failing to which I am unfortunately addicted; and that when I am in that state any one, by complying with my demands, may do what they please with me. If this work had been proposed to me when in my senses [*hinc in manuscript*]. I declare that I recollect that on the last day of November, 1806, I was sent for. Before setting out I drank a quart of liquor; and that there might be no want of it, I took it again on my arrival; before beginning the certificates I took another quart, and this continued until midnight nearly. I recollect at that time to have given twenty-two or twenty-three depositions; that is to say, I copied them from models, to which I made them conform, observing to these persons that what I did could have no validity. They told me not to mind that, that it would be of service to those for whom I made them, and that I ought not to fear anything or make myself uneasy. I declare solemnly that all these last depositions are false, as well as those I had given previously to that time, no matter in whose favor I may have given them; because, to my knowledge, I have never given any except when I was in liquor, and not in my sober senses. I furthermore declare that I am not acquainted with any improvements in this country."

It was by this sort of fraud and villany that land titles were confused in Missouri, and many honest and deserving proprietors swindled out of their property. Here is an instance in point:

"In the year 1785 the government of Spain granted to Angelica Chauvin a concession of forty by forty arpens of land near the then post of St. Louis, bounded by land granted to one Louis Robert on one side, and the king's domain lengthwise the river Des Peres. The concession was sold by the grantee to Jean F. Perry, a meritorious citizen. The government of the United States came, under treaty obligations to the Spanish government, to respect all concessions of land similar to the one to Madame Chauvin, and to fully and faithfully discharge that obligation Congress in 1805 created a board of commissioners charged with that duty. This board of commissioners was composed of eminent men of the highest integrity, but they were by law restricted to the consideration only of concessions accompanied by specific and authentic plats showing the corners and locations of grants presented for confirmation.

"In the year 1811 the board met and confirmed to Jean F. Perry, assignee of Angelica Chauvin, forty by forty arpens of land, the concession being first presented and then the plat, and

ordered the same surveyed according to possession (the possession of the grantee). In the year 1812, being one year after the confirmation of the claim, Perry died, leaving four orphan children, all girls; and in the language of Mr. Griswold, 'here the monster slept!' Yes, slept for twenty years, until the children grew up to be women and were married. During this lapse of time the cormorants were busy with their New Madrid 'floats,' and before the children grew to be women had succeeded in spreading them all over their land, although that land never belonged to the United States."

This piece of property was so long in dispute that immense values and interests became involved in its settlement; the interposition of Congress was sought, and finally the claimants were thrown out in favor of the possessors. This instance is not adduced by way of pointing an injustice or a grievance,—we have nothing to do with the merits of any particular claim,—but to show how delays and litigation affected the titles and values of property. No one buys a lawsuit if he can help it, and when he does buy one he always insists upon its cost being counted in the bill. It is beyond a doubt that disputed and defective titles had a very depressing effect on the values of real estate in St. Louis for many years, and interfered materially with the extent and rapidity of transfers.¹

¹ It is only proper to give the other side of this Chauvin claim,—the side of the occupants whom it was sought to oust. The following statement of the case was published in 1853:

"A grant was made to Madame Chauvin in May, 1784, of sixteen hundred arpens of land, about six miles west of St. Louis, on both sides of the River des Peres, or, in the words of the grant, 'said river running through it from north to south, to be improved within a year and a day.' In June, 1785, her grant was canceled for *non user*, and the land specifically granted to one Tayon. Tayon went to St. Charles, and Governor Trudeau granted to Madame Papin three thousand two hundred arpens, including the above sixteen hundred arpens. Tayon came back, told the Governor his grant had been invaded, but as he did not wish to disturb the occupant, would be satisfied with a floating right for the sixteen hundred arpens; he got this, and sold it to Mr. Chouteau, the brother of Mrs. Papin, and this float was afterwards located.

"J. F. Perry bought of Mrs. Chauvin, in Illinois, her right, and presented it to the old board of commissioners for confirmation. They rejected the claim. Subsequently it was presented again and confirmed, 'to be surveyed conformably to possession, and at the expense of the claimant.' This was in 1811; the survey was made and approved in 1832, and the very place of Madame Chauvin's possession pointed out to the surveyor and marked on the plat, and this survey took the eastern half of the Papin tract, showing that Tayon knew what he stated when he got his float. But the Papin survey was before this, confirmed earlier, and hence the Chauvin survey could not hold, although Gen. Ashley, then in Congress, tried to get it patented.

"It has slept since, sometimes in the hands of Elliott Lee, Jesse G. Lindell, Daniel D. Page, and others, until it turns up to belong to Joshua R. Stanford, of Illinois, who appointed A. H. Evans his agent to locate the claim.

"This ingenious man fixes his corner for the sixteen hundred arpens of land on the River des Peres, and there turns the claim upon its *axis*, and rolls it round so that its southeast

The holder of a New Madrid certificate having got an act of Congress passed authorizing him to locate it, actually attempted for that purpose to take possession under this warrant of Duncan's Island and the water-front of St. Louis. Much of the city property and school property was squatted upon in the same way, with a network of claims and a regiment of claimants, so that in most cases, after years of costly litigation and delay, the authorities found it cheaper to compromise than to make good their complete title. The schools in this way, as fully described elsewhere, lost a great amount of valuable property.

Another thing which had an injurious effect on the value of property was the unsettled condition of the city's estate in the commons and common fields. It would be mere repetition to state here what has been so fully set forth in other chapters about these tracts of land and the disposition made of them. But the fact that the city held all this land, and would of course some day sell it, put St. Louis in the position of a powerful and favored competitor with every dealer in real estate in the community. The city could sell on terms which no ordinary operator was able to offer. It could hold on as long as it pleased, sell all or as much as it pleased, give what times of payment it pleased, in short, could bull or bear the market at its option. No operator in real estate was either able or willing to lock horns with such a gigantic and powerful opponent, and as long as the city held the commons it had the speculation in real property at its mercy.

corner shall settle in the Chouteau mill tract, just across the Widow Camp's lot, and then run off north and west for quantity, running over the Grand Prairie common field lots to a little north of the St. Charles road, and going west from about the Prairie House so as to overlay John Lay, and just escape the *Côte Brillante* tract, and so avoid the place where Tayon said the land was, and where Jean F. Perry had it surveyed.

"This claim has been rejected in every court where they have tried to introduce it, rejected by the surveyor-general here, rejected by the commissioner of the general land office at Washington, and is now tried to be pressed upon the Secretary of the Interior by the employment of Col. Benton as its advocate. Col. Benton is the member of Congress from this district, and we should like to know how much he is to receive for the effort to divest hundreds of owners of lands in the Grand Prairie.

"Mr. Geyer, in the performance of his duties as a lawyer, we have understood, was offered one-half of this claim if he would make it stick anywhere save where Perry had located it, but he could not do it. The influence of Col. Benton, representative in Congress from this district, is invoked in the hope of getting a different decision from that which has been rendered by the courts and the commissioner of the general land office in the case. We shall see how it works upon the secretary of the interior."

The commons embraced under various surveys about three thousand eight hundred and thirty-seven acres of land, lying (as described in 1859)

"south and southwest of the city, and embraces such localities as the House of Refuge, the Lafayette Park, etc., but a more accurate recital of its boundary lines may not be without interest. The southeastern boundary, then, begins, leaving the riverbank, about a half-mile below the 'Sugar Loaf,' or, to be more precise, at a point three to four hundred feet below the residence of Charles L. Tucker, Esq.; thence it follows the river-bank to a point nearly opposite the Workhouse; thence, leaving the river, and being bounded on the east by lands of Messrs. Kayser, Kennett, and others, it proceeds northerly into the present First Ward of the city, following a straight line, through the property of Thomas Allen, Esq., Henry G. Soulard, Esq., and others, between Eighth and Ninth Streets, to its intersection with Hickory Street; thence westwardly along Hickory Street to a point between Morton Street and St. Ange Avenue, about opposite the terminus of Fourteenth Street; thence northwardly again to Chouteau Avenue; thence westwardly with Chouteau Avenue to its intersection with Grand Avenue; thence with Grand Avenue southwardly to the Stringtown road, and with the Stringtown road southwardly again to the vicinity of tracts held by Messrs. Chartrand and Delore, a little below the house formerly kept by Peter Delore; and thence finally in an easterly direction to the point of beginning on the river. These limits, it will be perceived, embrace many of the most elevated plateaus, and withal one of the most charming districts in the suburbs of the city proper."

The common fields are described at the same date:

"There were a number of these common fields about St. Louis,—the Prairie des Noyer fields in the south, beginning at or near the present Grand Avenue, running westwardly for depth, and (by way of some sort of definite location) intersecting what are now the suburhan grounds of Henry Shaw, Esq.; the Cul de Sac common fields, a little north of Prairie des Noyer, and embracing and extending north and south of the grounds of John S. McCune, Esq., Dr. Barret, the Rock Spring Cemetery, etc.; then the St. Louis common fields, beginning eastwardly at Third Street, and extending from say the St. Charles road to a distance below Olive Street; and finally the Grand Prairie fields still farther west."

Successive acts of Congress of June 13, 1812, and May, 1824, and of the Missouri Assembly in March, 1835, authorized their sale, with reservations for schools. It was put to vote at the latter date whether the commons should be sold, and whether a half, fourth, or tenth of the proceeds should go to schools. The ballot decided in favor of sale, and of appropriating one-tenth to the school fund.

The act provided a sub-division of the common into parcels of not less than one nor more than forty acres, besides which the buyers of common lots were not to pay the amounts which they had bid on the respective lots, but to pay an interest or rent of five per cent. a year on the amount of purchase-money for the period of ten years, after which, on paying the full amount bid, the purchasers were to receive their deeds. Buyers who preferred it were permitted to continue

the payment of such rent for the space of fifty years, after which, and every fifty years thereafter, their lots would be revalued, and a rent of five per centum per annum paid on these revaluations. It will be conceded that the terms of payment under this rule were liberal and accommodating enough to the speculators in common grounds. Accordingly, under these terms, the common was advertised for sale in 1836, and very nearly all, if not quite all, the lots sold. It appears that the affair went off spiritedly, and the prices ranged from fifty to one hundred and fifty dollars per acre, the average being about one hundred dollars. On reflection, the buyers, with few exceptions, seemed to unite in the opinion that these prices were excessive, and that their common purchases were a common grand "take in." From the date of sale the Board of Aldermen was flooded with the petitions of the buyers for release from their purchases, and for a long while, and until the city had again secured the title to nearly the entire common, the authorities were engaged in forfeiting these first sales of 1836.

The question of selling the common was then allowed to sleep until about 1842, when only a few of the forfeited lots were resold. In 1854 the City Council, under further authority of the Legislature, passed another ordinance making new and different arrangements for the sale of the common. The ordinance appointed a "Board of City Common," with authority to sub-divide the common into lots twenty-five feet front by one hundred and twenty-five feet deep; to intersect it with streets and avenues of no less width than sixty feet, and alleys of twenty feet, and with power to sell from time to time at auction sale, on terms of one-sixth cash and the remainder in equal annual installments of one, two, three, four, and five years, the interest on the deferred payments to be six per centum per annum. Under this ordinance five sales took place, the first being in June, 1854, and the last in July, 1859. The amounts realized in these sales sum up as follows:

First sale, June, 1854, aggregate proceeds,	\$210,000
Second " Oct. 1854, " "	160,000
Third " May, 1855, " "	145,000
Fourth " Oct. 1856, " "	100,000
Fifth " July, 1858, " "	55,000

making a total of \$670,000. Of this amount one-tenth, or \$67,000, was paid to the public schools, who in some instances took land instead of money, and from what remained, \$453,000 went to the sinking fund, and \$150,000 to the purchase or the improvement of public parks; this disposition of the proceeds being directed by the ordinance which authorized the sales. To show how "circumstances alter cases,"

and how opinions and values change with time, in these latter sales of 1854, 1856, and 1858 there were sums paid for the purchase of single lots 25 feet front by 125 feet in depth which at the first sale of 1836 would have purchased *twenty-seven and a half acres*, or more than one acre to every foot front. Or, to change the comparison, if the sum of \$1375 invested in 1856 for a single lot of 25 feet front had been judiciously invested at the sale of 1836, as it might have been in numerous parts of the common, it would in 1859 have been worth to the party investing from \$144,000 to \$150,000, but it was the good fortune of the city, and the evil fortune of the buyers, that, as stated above, the original sales were nearly all forfeited.

The last sale took place Oct. 4, 1859, and a contemporary report of it said that,—

"The sale of common lots by the city, effected by Messrs. Papin & Brother last Tuesday, was a complete success. The lots advertised were all, or nearly all, sold, and the prices realized were satisfactory. Lots on Maramec Street, opposite Mr. John Withnell's, brought from \$14 to \$21 per foot, averaging over \$17 per foot. On Kansas, Michigan, and other avenues which intersect block 80 the average was about \$10 per foot. Block 80 itself realized about \$48,000. Afterwards on Carondelet road the lots brought from \$12 to \$16.50 per foot, on Michigan Avenue \$8 to \$15 per foot, and on the various other thoroughfares from \$5 to \$16 per foot. In all 306 lots were sold. The attendance was large, numbering from 250 to 300 bidders. The sale was prolonged until eight o'clock in the night, at which hour three lots were sold on Lafayette Avenue, opposite Chris. Stechlin's brewery, for \$77.50 per foot. The aggregate amount of sales was 7684 feet front, producing \$80,601."

It was after these sales had gotten under way that real estate values in St. Louis began to "jump," as will be seen by the following table:

ASSESSED VALUE OF REAL ESTATE IN ST. LOUIS.

For the year 1842.....	\$12,101,018
" " 1850.....	29,676,649
" " 1852.....	38,281,668
" " 1853.....	39,397,186
" " 1854.....	41,104,921
" " 1855.....	42,456,757
" " 1856.....	60,689,625
" " 1857.....	73,662,043
" " 1858.....	82,160,449
" " 1859.....	92,340,870

We do not, however, by any means wish to imply that the real estate interest was stagnant previous to this. On the contrary, there had been, as has already been shown, a steady and rapid rise in values all along. It has been satisfactory as regards St. Louis; it would be enormous in respect to any other community, Chicago excepted. A few salient facts culled from various sources will illustrate this.

Augustin Langlois conveyed to Albert Tison, Nov. 29, 1804, in the Carondelet portion of St. Louis, two

hundred arpens, "just as it is from top to bottom," for fifty-five dollars.

The first recorded conveyance of a lot within the limits of the old French village of St. Louis under the jurisdiction of the United States government was on Jan. 15, 1805, when Francis Liberge, Jr., sold to Dominick Huge a lot two hundred and forty feet front on Second Street, between Market and Chestnut Streets, and one hundred and fifty feet deep westward. The price for this piece was stated in the deed to be four hundred dollars.

A tract of fifteen or sixteen acres a little northwest of the old City Hotel, corner of Third and Vine Streets, was bought at an early day by a Mr. Earl, of Baltimore, for one hundred and fifty dollars. He did not consider it worth the taxes, and let it go.

In 1805, Joseph Lacroix sold to Louis Lemonde, for forty dollars, forty arpens, or nearly thirty-five acres, situated in the vicinity of the present Lindell and Laclède Hotels.

The first acquirement of the well-known Lucas estate was recorded on Dec. 14, 1807. The deed shows that Pre. Duchouquette sold "to John B. C. Lucas, first judge of the Territory of Louisiana, residing in this town of St. Louis, a house built of logs stuck into ground, a barn built of cedar wood, the house being underwalled and covered with shingles, the whole lying and being situated on two sites of the ordinary size and dimensions in this town." The deed further recites the location, which was on the north side of Chestnut Street, from Second to Third Street. The sale was "in consideration of six hundred dollars' worth of peltry, that is to say, two pounds and a half of shaved deerskin and marketable per dollar." Judge Lucas paid one-third of the six hundred dollars in cash, and gave a note for the balance. Judge Lucas died in 1843, owning, according to inventory in the Probate Court, \$57,688 of personal estate, five lots in the old town of St. Louis, all that portion of the then city from Fourth to Eighth Street, between Walnut and Market, fifty acres from Eleventh to Seventeenth Street, between Market and St. Charles Streets, and four hundred and eighty-eight acres in other parts of St. Louis County. The assessed value of the entire real estate in 1842 was \$136,890 for city and \$150,000 for country property.

The first assessment of property for taxation in the town of St. Louis of which there is any record was in 1811. The total assessed value of real and personal property was \$134,516; the rate of taxation was one-half of one per cent., and the amount of taxes paid was \$672.58. The heaviest tax-payer within the town was Auguste Chouteau, and his

property was valued at \$15,664. This Chouteau also owned about \$61,000 worth of property in the county outside of the then town, but which in latter years became a part of the present city. Other large property-owners of that time, whose estates were not then in the city, but subsequently added, were Judge J. B. C. Lucas, valued at \$10,555; John O'Fallon, \$2450; William Clark, \$19,930; William Christy, \$16,000; and Henry Von Phul, \$8175.

In 1816 a lot sixty-five feet front on Main Street, between Locust and Vine, and running through to Second Street, was bought for \$1200. In December, 1850, a little more than one-third of the same lot sold for \$56,000. Prior to this time it had yielded an immense rent for many years.

In other parts of the town of St. Louis at that time (1816) property was sold at merely a nominal figure, by the arpent or lot. There was scarcely any enhancement in the value of property from that time until the years 1829 and 1830.

In the year 1829 we find that a lot on the corner of Morgan and Fifth was sold for three dollars and fifty cents per foot. In the year 1832 property on the corner of Fifth and Cerre Streets was sold for two dollars and fifty cents per foot. In the same year ninety-five feet on the northeast corner of Seventh and Spruce Streets was sold for one dollar and eighty cents per foot. It was worth from three hundred to four hundred dollars per foot in 1859. In the same year (1832) property on the corner of Fifth and Gratiot Streets was sold for two dollars per foot.

In the year 1835 property on the corner of Wash and Sixth Streets was sold for the sum of seven dollars and fifty cents per foot. In the same year a lot at the corner of Hickory and Seventh Streets was sold for one dollar per foot, and the whole of block 157 was sold for the sum of three hundred dollars. In the same year the lot on Broadway opposite Franklin Avenue, upon which Wimer's new building is now situated, was sold for ten dollars per foot.

In the year 1836 property on Seventh Street, between Wash and Carr, was sold for six dollars per foot.

In the same year, property on Green Street, between Tenth and Eleventh, sold for three dollars per foot; on Eleventh, between Green and Morgan Streets, for three dollars per foot; on Austin Street, between Twelfth and Fourteenth, for about sixty cents average per foot; on Market Street, between Third and Fourth Streets, at twenty dollars per foot; and on the corner of Clark Avenue and Seventh Street, for six dollars per foot.

In 1837 property on Twelfth Street, between

Brooklyn and Howard Streets, was sold for five dollars per foot.

In 1841, at the northwest corner of Broadway and Jefferson Streets, at eight dollars per foot.

In the same year, on the corner of Chambers and Ninth Streets, for five dollars per foot.

Property on Olive Street, in the vicinity of Twelfth and Thirteenth Streets, sold as late as 1844 for from twelve to thirteen dollars per foot.

Take Stoddard's addition, for instance, which was sold in the fall of 1851. Property on the corner of Locust and Beaumont Streets was then sold for fifteen dollars per foot; on the corner of Washington Avenue and Garrison Avenue for five dollars and seventy-four cents per foot; on the corner of Franklin Avenue and Ewing Avenue for fifteen dollars per foot; on the corner of Lucas Avenue and Ewing Avenue for ten dollars; on the corner of Lucas and Leffingwell Avenues for the same price, and at the same ratio throughout the whole addition.

Eight years later this property was held at sixty to one hundred dollars per foot. On Chouteau Avenue land worth twenty dollars in 1851 was held at above one hundred and fifty dollars in 1859. It was noted this latter year that there was a regular and systematic ratio of property value enhancement, and the reason assigned for this—undoubtedly the true reason, too—was that, unlike many cities, St. Louis had not grown to her proud position in a day or a year. Nor will she, like many of them, cease to enlarge and prosper at the option of speculators. Manufactories and business of every kind and character have steadily increased and kept pace with this immense enhancement in the value of property. Buildings have been constantly going up, yet not fast enough to accommodate the immense emigration constantly swelling the population. In fact, the city has never been so prosperous, and the future is even more promising than the past has been satisfactory. There is to-day more foreign capital in the city and State seeking investment in real estate, business, and manufactories than there has ever been in any previous three years together. There is a larger margin for speculation in real property in St. Louis than there has ever been.

Real estate is enhancing in value more and more rapidly every year, and it must continue to do so until the vast territory stretching as far west as the Rocky Mountains shall be densely populated and pours its immense harvests annually into our markets. It is true that it requires more money to invest largely than it did a few years ago, but the profits are greater in proportion to the investment than they ever were.

There is not a single city in the Union where rents yield such a percentage on the value of the property, and yet any number of houses in any locality could readily be rented, if they were finished, at the same profits.

Continuing these illustrations, we find it noted that "when Mr. Cozens made the survey, property on Lindell Avenue, west of Grand, could have been bought at from three to five dollars per front foot; it is now worth in many places one hundred and fifty dollars. He has seen property on Fifth Street sell for two dollars and fifty cents and three dollars per foot,—two hundred and two hundred and fifty dollars a lot were high prices; now the same property is valued at over fifteen hundred dollars per front foot. In the early '40's Henry Chouteau sold at auction two hundred feet front on Seventh Street, corner of Spruce, at fifty cents per front foot. In Stoddard's addition, along in the middle '50's, property sold at six and twelve dollars per front foot; to-day the same property is worth from one hundred and fifty to two hundred dollars. Mr. Cozens laid out in 1861-62 the Camp Jackson tract, which took in from Garrison Avenue, or Thirtieth Street to King's Highway, south of Olive, through which Pine and Chestnut Streets were projected. At the first sale, about 1863, property in that tract brought from ten to fifteen dollars per front foot; to-day it is worth from one hundred and fifty to two hundred dollars.

"In 1841, with Mr. Brown, Mr. Cozens laid out William Christy's western addition, from Fourteenth Street west to Jefferson Avenue, and between St. Charles Street and Cass Avenue; John Mullanphy's estate, north of Cass Avenue, from Broadway west to Jefferson Avenue; a sub-division for L. A. Benoist, W. G. and G. W. Ewing, on the south side of Cass and east of Jefferson Avenue, property in which sold for from one to five dollars per front foot."

Here follow some newspaper clippings:

1843.—"The value of the real and personal property in the city of St. Louis reported by the late assessment is \$11,721,425.91. The reports from the treasurer say it will be necessary to levy a tax of one per cent. on the assessment to meet the demands of the current year."

1844.—"The total value of the taxable property of this city as assessed during the present year, and just approved by the board of aldermen, is \$14,843,700. Last year the assessed value was about \$11,000,000.

"It will be seen by an advertisement in this paper that Mr. Lucas designs to offer at public sale a large number of his lots, situated in the rear of the Planters' House, and in what must be the most fashionable and agreeable part of the city. The location is between Market and Olive Streets, and extending from Thirteenth to Sixteenth Streets."

1845.—"Add the three districts together, and the total number of houses erected in 1844 in the corporate limits of St. Louis

may be set down at eleven hundred and forty-six. Of these many were churches, public edifices, and costly private residences. But great as the improvement was in 1844, unless some very unexpected reverse comes upon us, the amount to be expended in building in 1845 will quite equal it.

“Mr. Lucas intends, we understand, this season to make an improvement which will add greatly to the value of the property in that quarter, and increase the population west of the proposed improvement.

“We understand that he will open Twelfth Street, one hundred and forty or sixty feet wide, from Market to St. Charles Street, the breadth of five blocks. Fifty feet or so in the centre of the street will be reserved for a market-house which he will erect this season at his own cost, leaving a wide street on each side of the market.”

1849.—“The assessment of the real estate in the city of St. Louis for the year 1849, as appears from the assessor’s books, is as follows :

	Old Limits.	New Limits.	Total.
First Ward.....	\$404,024.61	\$2,651,677.96	\$3,065,702.57
Second Ward.....	2,729,208.92	660,539.47	3,389,948.39
Third Ward.....	4,726,991.43	2,063,716.70	6,790,708.13
Fourth Ward....	4,035,483.83	1,516,578.44	5,552,062.27
Fifth Ward	1,192,470.69	2,075,483.15	3,267,953.84
Sixth Ward	323,388.66	6,995,988.62	7,319,377.28
	<hr/>	<hr/>	<hr/>
	\$13,421,568.14	\$15,963,984.34	\$29,385,552.48

1850.—“We have said that we reckon the buildings erected this year by the thousand. By reference to the published tables it will be seen that their number reaches two thousand four hundred and fifty. The money expended on their construction amounts to the sum of \$7,173,155.”

1851.—“*Large Sale of Land.*—The large sale of land which has been going on for two days past in the ‘Union Addition’ to St. Louis, or ‘Capitol Hill,’ was closed yesterday. One hundred and sixty lots were sold, and the aggregate of the sales is \$88,063.44. This addition is situated near the new reservoir of the city water-works, in the most elevated part of the city, and full two miles from the court-house.

“The Stoddard sale, conducted by Leffingwell & Elliott, was closed yesterday, the gross amount being \$701,676. The whole tract is now disposed of, and we learn that many persons who had gone to the ground to bid failed to secure any lots. So great an amount of property has never been offered or sold in this city at one time, and the aggregate returns of purchasers evince the confidence of strangers as well as our own citizens in the stability and prospects of our city.”

1855.—“The sale of the Centre Market property, owned by the city, took place yesterday, and was attended by a great number of persons. The whole property produced over \$174,000.”

It was about this period that the citizens of St. Louis began to turn their attention to suburban properties and the construction of suburban villas and cottages. The country in the vicinity of the city has long been noted for its beauty and its adaptedness to the elegant ease of country-seats owned by the wealthy and the luxurious.

The whole territory environing St. Louis is very elevated, undulating gently and gracefully, in such manner that there is no road leading from the city which does not for many miles reveal an innumerable succession of beautiful building eminences. The

valleys which intervene, the vigorous and stately oak groves decking the hill-tops occasionally or lining the margin of chance brooks, the rich rolling meadows, the extensive and trim gardens, atoning by their careful cultivation and their freshness for the disorder of the gardener’s hut attached to them, with here and there at rare intervals the elegant cottage and finely-embellished grounds of some wealthy merchant from the city,—all combine to make a picturesque and attractive landscape. An afternoon ride over the Bellefontaine road, the Carondelet road, the Manchester road, or over Grand Avenue sustains the assumption that there is no city of the West, at any rate, whose suburbs reveal greater natural beauties than those of St. Louis.

But until the periods referred to, these beauties had been lost upon the wealthy, since they had developed no fondness for suburban or country life. Now, however, this began, and elegant mansions and villas began to spring up about Compton Hill, Côte Brillante, and the Carondelet road, and later along the railroads leading into the city.

About this time, also, the people began to take note of the *pace* at which real estate values were being accelerated, and to look upon holdings of city lots as about as rapid a means of getting rich as any one need employ. They recalled, for example, that

“in the year 1840, St. Louis, although a place of importance, evinced nothing foreshadowing her present prosperity. Manufactories of all kinds were few, her mercantile operations limited, and real estate was held at merely a nominal figure. She was, in fact, dependent entirely upon other places for almost every article for home consumption. In 1836, only four years previous to the time of which we speak, property was offered on the corner of Eighth and Pine Streets for ten dollars per foot, and could not be sold from the fact that every one regarded the price as enormously fictitious. The whole western part of the city, say from Eighth Street westwardly, was then a common, and few imagined that it would ever be used for anything else. In 1839 the eastern half of the block where the Planters’ House is now was sold for the sum of one hundred and fifty dollars per foot. Every one regarded the purchaser as ‘done for’ in that speculation. The property would to-day (the year 1859) sell for fifteen hundred dollars per foot. The best property on Main Street would not sell for more than three hundred dollars prior to the great fire of 1849.

“In the years 1839 and 1840 property on Lucas Place could not have been sold for three dollars per foot, and a sale was effected by Messrs. Belt & Priest a few days since at the round sum of two hundred and fifty-one dollars per foot. But we are asked the question, How do you account for this rapid enhancement in the value of real estate? Is it permanent, and will not this state of things terminate in total bankruptcy if it continues? They who propound such questions know little of the illimitable and inexhaustible resources of our great city. St. Louis, although in its infancy, possesses the power of a giant. The history of the world fails to present a single example of a city growing to such greatness when fostered by its commercial position alone. It cannot be claimed that the country back of St.

Louis has aided her much, for by far the greatest portion of it is an unbroken wilderness.

“The maximum value of real estate in St. Louis has not been attained. There is to-day a larger margin for speculation and an inevitable certainty of a more rapid increase than there was ten or twenty years ago. We are gratified that Eastern capitalists have become awake to this fact, and are investing largely in real estate in our city. We invite more capital; there is room for immense amounts to be lucratively invested. We invite emigration; we invite labor. Come one, come all, there is bread and work for us all.”

And all this is just as true of 1883 as it was of 1859. The maximum value of real estate in St. Louis is still to be attained, and the increase to-day is more rapid than it was twenty-five years ago.

The civil war set things back a whole lustrum, but did not destroy nor even injure the roots of progress and development. These, indeed, seemed to strengthen and pierce deeper and take firmer grip of the soil during the period when they were prevented from sending shoots upwards. By 1870 all activities had been resumed, as the following record of building in that year shows :

	Brick.	Frame.	Stone.	Iron.	Total.
January ...	\$170,700	\$1,200	.....	.....	\$171,900
February....	495,900	5,500	.....	.....	501,400
March.....	565,000	2,700	.....	\$90,000	657,700
April.....	604,775	10,600	\$50,000	.....	665,375
May.....	46,496	13,500	.....	.....	59,996
June.....	401,175	.....	55,000	.....	456,175
July.....	727,330	2,250	.....	.....	729,580
August.....	346,434	100	.....	.....	346,534
September..	408,250	850	8,000	.....	417,100
October.....	521,400	1,200	1,000	.....	523,600
November..	217,625	625	10,000	.....	228,350
December..	130,000	.....	.....	.....	130,000
Total.....	\$4,636,085	\$38,525	\$133,000	\$90,000	\$4,887,710

The total number of building permits granted during the year was 1228. From this amount there should be deducted 200 for small additions not properly classed as buildings. This leaves 1028 buildings. To this add 500 buildings erected aside from permits granted, and also including cases where permits cover more than one building, and there is an approximate number of buildings erected during the year of 1528. The total estimated building outlay was equivalent to \$5,687,710, expended in buildings during the year.

Operations so extensive and so costly as this required, of course, great economy in the regulation of expenditures and the selection of materials. Fortunately, St. Louis is very rich in cheap and handsome building materials of every sort. Nowhere can better lime, sand, and bricks be found, taken right out of the soil on which the city is built. As early as 1839, Samuel Head began to quarry and manufacture marble from a quarry under the city, as is recounted in the following letter from Mr. Garesché :

“On my arrival in this city, I was struck with the marble appearance of the stone, but was unable to procure a person who understood polishing it; in the mean time, Mr. Samuel Head, a young man lately come to this place, whose business it was, worked this stone, and demonstrated to the inhabitants of St. Louis how useless it was to send to the eastward for mantel-pieces or other marble monuments when they were treading over a soil so rich in that species of mineral. This marble vies with the most beautiful for the fineness of its polish, nor are its variegated accidents or color inferior to any. It contains abundance of calcareous spar, and some, probably, oxide of iron, which shows itself in scarlet spots of the most gaudy hue. This ledge, about four feet in thickness, stands between two strata of limestone. The undermost has been used to this day as a fine building material. It is that of which our curbstones are made and our streets are macadamized. It receives also a very fine polish; it is then of a cream color, with light gray veins. Under this stratum is one of silex. Mr. Head has also discovered in the same quarry another kind of marble of a nankeen hue, with black veins running through, pretty much in imitation of scales of a fish. The last specimen has, however, been found in but small detached pieces. There is scarcely any doubt when the subject is further investigated but what some new discoveries will be made. The banks of the river for some considerable distance appear to be of the same nature, and must contain the same or some other mineral wealth, which may become a source of profitable exportation to the community at large.”

St. Louis possesses the advantage of being built in a location and upon ground where the best of bricks are easily attainable at low prices. It is worthy of note that the appearance presented by the walls of the many thousands of fine residences and business houses attracts the attention of every visitor to the city. To build up a city like St. Louis, almost entirely of brick, requires a large supply of suitable clay for their manufacture, but, as great as the draft has been, the supply is as yet comparatively untouched, and as demands are made and investigations prosecuted, the quality increases in value and importance, and foreign markets, that but a few years ago furnished clay for crucibles used in smelting furnaces, fire-brick, etc., now use that of St. Louis for their supplies, thereby acknowledging the superiority of the clay found in St. Louis over that of other sections. So important is this branch of trade becoming, that several firms make this traffic an especial business, and are almost daily filling orders for Cincinnati, Louisville, Boston, New York, Philadelphia, Pittsburgh, and other large manufacturing cities in our own country, while orders have also come from Stourbridge, England, from whence clay used to be shipped to different cities of this country.

The manufacture of brick enters very largely into the active use of capital, and, like every other branch of industrial manufacture, has undergone many changes and has been attended with many improvements within the period of time that has passed since the St. Louis trading-post began to give way be-

fore the march of progress, and the manufacturers of the rude pieces of tempered earthen mortar they called brick—some of which may still be seen in some of the pioneer brick houses of St. Louis—would look with wonder upon the almost scientific nicety and difference in shape of the brick now made as compared with those they fashioned, if it were possible for them to be raised from their sleep of death and shown through some of the St. Louis brick-yards. But, notwithstanding the many different kinds of brick-making machines that have been invented, the old hand process seems to be regarded with a very great degree of partiality, as affording a better and more perfect brick for building purposes than any machine ever yet introduced, although some of the machines turn out an excellent quality. With machinery, brick can be made much faster than by hand, but it is maintained by many builders and owners of houses that the rapidity with which they are made renders it impossible for them to be made perfect and solid in every respect, and particularly so with those made from dry clay. A smooth, even surface and solid formation are the qualities requisite to a good brick, and in many localities clay from which such bricks can be made is scarcely attainable. Its absence accounts for the rough, cracked, and almost shale-like appearance of many of the walls of brick houses to be seen in many sections of the country.

In some places it is impossible to find a clay that will not crack either in sun-drying or burning, however well-tempered the mortar may have been, and instances have been known where kilns, in which a hundred thousand had been set, would not turn out more than twenty-five to fifty thousand merchantable brick. In such cases heavy pecuniary loss was unavoidable, and hence the importance to brick-moulders of finding clay that would withstand the action of the sun when turned out in the yard to dry, or of the fire while kiln-burning. In the earlier times slop brick—that is, brick made by rolling the mortar in water and casting it in wet moulds—were more generally made than any other kind, but the difficulty of obtaining a smooth surface, a very desirable consideration, was a great objection to that style of brick, and it gradually gave way to other methods, as did also the old way of preparing the mortar by tramping it with horses, oxen, or even, in some instances, by men and horses. But these methods of brick-making gave way to sand brick. These are made by rolling the mortar in sand on the moulding-table and casting it into moulds, which are also well sanded by being dipped in a box of sand by the off-bearers after every turning out on the yard. It is very justly maintained that

this process secures more smoothly-surfaced, nicely-cornered, and more solid brick than those moulded in slop or water, and that it also secures a brighter, better color in burning. This process of brick-moulding is universally followed by the different hand brick-yards of St. Louis.

White Brick.—A great part of this brick formerly used was brought from other sections, Milwaukee, Wis., being the most noted place of the manufacture of that variety. Within the last twenty years, however, it has been satisfactorily settled that in St. Louis there is even a better quality of clay for their manufacture than that used at Milwaukee, and their manufacture has begun on a large scale. The bed of clay from which they are made is supposed to be inexhaustible.

This clay burns to a beautiful white, producing a brick every way equal to, and in certain respects superior to, those made at Milwaukee. Their color when properly made is lighter and more uniform, while the shrinkage is uniform, far more so than in the Milwaukee brick. From tests made by the engineers of the water-works and others, their tenacity is shown to be equal to any in government reports, sustaining flatways two thousand pounds on supports six inches apart with a fulcrum in the centre. Their manufacture was attempted before the late war, and about one hundred thousand made and burnt, but on account of the war the enterprise was abandoned until 1867. Pressed white brick, it is said, are much less expensive than stone fronts and look nearly as well, and it is therefore a source of congratulation that they are manufactured in St. Louis instead of imported from Milwaukee.

Fire-Clay.—The increase in the establishment of furnaces requiring the use of fire-brick, crucibles, retorts, etc., has necessarily increased the demand for these articles. In the earlier periods of the manufacturing interests of our country, clay for the manufacture of crucibles, retorts, etc., as well as some of the manufactured articles, were brought from Stourbridge, England, and Germany. The cost of either the clay or the manufactured article was a matter of no little moment, and hence the discovery of fire-clay in this country became a matter of congratulation to manufacturers, and as investigations and discoveries have been extended, beds of the purest and best of this material have been found, and now, instead of importing it either from Germany or England, it is exported from America to all the manufacturing points of Europe; but while it is found in many sections of our country, none rank higher among manufacturers than that found at

Cheltenham and vicinity, four miles from St. Louis. The properties of the best pot- and fire-clay consists of the following percentage of component parts :

Silica.....	64.05
Alumina.....	23.15
Oxide of iron.....	1.85
Carbonate of magnesia.....	.95
Water.....	10.00
	100.00

An analysis of the Stourbridge clay (for a long period of years regarded as the most nearly perfect of any offered to the trade), made by Willis (see Watt's Dict. Chem., Eng. Ed., vol. ii. p. 653), showed the following proportion of ingredients :

Silica.....	67.34
Alumina.....	21.01
Oxide of iron.....	2.03
Alkalies.....	1.38
Water.....	8.24
	100.00

An analysis of the Cheltenham clay, by Professor A. Litton, shows that it is much nearer a perfect article, taking the analysis of the best pot-clay, as submitted by Richardson, as authority, than that known as Homer's best pot-clay from Stourbridge, England. The analysis of both the crude and washed clay is as follows :

Crude Clay.

Silica.....	61.02
Alumina.....	25.64
Oxide of iron.....	1.70
Lime.....	.70
Magnesia.....	.08
Potassa.....	.48
Soda.....	.25
Sulphur.....	.45
Water.....	9.68
	100.00

Washed Clay.

Silica.....	59.60
Alumina.....	26.41
Oxide of iron.....	1.61
Lime.....	1.00
Magnesia.....	.07
Potassa.....	.29
Soda.....	.16
Sulphur.....	.38
Water.....	10.48
	100.00

Of the exact date of the finding of the clay at Cheltenham we are not fully advised, but Paul M. Gratiot engaged in the manufacture of fire-brick in a small way as early as 1837-38. His works were situated on what is now known as the Glassby heirs' farm, on King's Highway, and near the residence of Hon. John S. McClure. Since then, however, the discovery of immense beds of the clay have been made, and several large fire-brick manufactories erected, employing a large capital and several hundred mechanics, laborers, etc.

No substance has ever been found anywhere that approaches the Cheltenham clay. This clay on being first brought to the surface and exposed to the light has an appearance similar to that of stone, but after being exposed to the weather for a few days it disintegrates and falls to pieces. One-third of the material thus unearthed is preserved from exposure to the weather, and this portion of it is burned or calcined, this process being necessary to the proper working up of the material. After being burned it is passed through a process of grinding or reduction from its large lumps to a certain degree of pulverization necessary to the manufacture of fire-brick or whatever else may be intended, and from the *Iron Age* we extract the following description of the process to which the clay is submitted. This description relates to other works, but embraces the same principles and machinery as that used in St. Louis. It says,—

“Much care has to be exercised in the selection of the clay and its combinations in proper proportions. The brick are to resist the intense heat of the puddling furnace, the iron cupola, the locomotive and boiler grate, as well as the continuous heat in other places where the action of fire is to be resisted. The brick made directly from the clay is found to be too solid and too liable to fracture from the heat. To remedy this and secure a porous article the pure and best fire-clays are calcined, then it is taken and crushed by means of large iron rollers. By this process it is reduced to a mass of small particles ready for mixing with the pure clays. When the proper ingredients are thus combined, the mixture is put into a large box or vat and let soak about a day. Then it goes through the pug-mill, by which it is ground fine. It is then ready to be modeled into any of the required shapes, and they are legion. After this has been done the bricks are placed on the drying floor, where they remain from six to ten hours. They are then pressed, to give them their regular shape. After pressing they are again placed upon a drying floor, where they remain until dry enough to be set in the kilns for burning. The brick from the modelers will have to be handled five times before they are ready for use. The two defects that have heretofore existed in pressing blocks flatwise and by hand are said to be, 1st, the blocks were not pressed hard enough; 2d, they came out of the mould of an uneven thickness. To remedy these evils machinery has been invented within a few years for pressing the blocks edgewise, so that they come out fully pressed and with a perfect uniform thickness. This make of blocks, therefore, has the advantage that they require no chipping or dressing in laying them up. This saves a great amount of labor in lining or relining furnaces. It also makes a much better job than when laid with uneven blocks.

“Next comes the baking process. Here the round kilns are used, which is the form preferred by the English and other foreign makers. These improved, circular, high-coned kilns are fired with anthracite coal, and have a large number of fire-chambers around, and the heat is drawn to the centre of the kiln. This arrangement makes the heat equal throughout the whole kiln, burning top and bottom brick alike. Between the fire-chambers and the bricks, after they are set in the kiln, are protection-walls that prevent the heat from striking them, carry it up to the top of the kiln, and then down through its centre, enabling it to escape through a flue or pipe leading

from the bottom underground to the smokestack of the manufacturing machinery. It makes heat fast and very intense, burning all the brick thoroughly and equally. Thirty-six hours of full heat are generally required to burn the brick, and about twenty-four hours are required to attain this heat. The time required for cooling, of course, varies with the season.

"A large number of the fire-bricks manufactured here are sent to the manufacturing establishments of the Lake Superior regions, while a great many are shipped to the South, and almost all other points where manufactories requiring intense heating apparatuses are established; and so superior are the manufactures of the St. Louis and Cheltenham works that wherever they have been introduced they have been awarded the premium, both as to the quality of the clay and superiority of manufacture. The clay is becoming an article of commerce in itself, and is sought after from the various manufacturing cities of our own country, while some orders have come from Europe. One or two firms exist in this city that engage exclusively in its traffic. It is usually put up in barrels, and is worth in this market sixteen dollars per ton. Fire-bricks made at the Cheltenham and Oak Hill Works have been submitted to the severest tests known to the business, and pronounced by experienced men to be of the very best quality. For retorts and crucibles, and everything else designed to be exposed to the action of a great heat, the fire-clay found in St. Louis County is unsurpassed, and is a source of wealth little dreamed of by the pioneer settlers of this part of the Mississippi valley. As yet it is not fully developed or worked to any extent by other than the establishments already named; but it is not saying too much to predict that the time is not far in the future when the establishments to be built up here to shape and convert into articles of usefulness will be equal to those of any part of the Old World, to which America looked for many years for her supply of clay for crucibles, retorts, etc., and thus add millions of money to our home capital, and increase our population by thousands."

According to the tax assessor's report for 1882, the valuation of the real estate in the city of St. Louis is as follows: In the old limits, or within the limits before 1877, there are 63,652 lots, valued at \$143,585,820, and 1417 acres, valued at \$3,440,270; total, \$147,026,090. In the area between the old and present limits there are 18,367 lots, valued at \$7,233,670, and 19,056 acres, valued at \$7,917,850; total, \$15,151,520. The grand total for the entire city for the 82,019 lots and 20,473 acres is \$162,177,610.

St. Louis now has about one-third of its area covered with building and park improvements. There are about three hundred and thirty miles of improved streets, two hundred and fifteen miles of public and district sewers, two hundred and thirty miles of water-pipe, eighteen street railroads, having nearly one hundred and thirty miles of route through the city, and sixteen steam railroads centering at Union Depot.

The United States government now owns property in real estate and buildings in St. Louis to the value of \$5,787,800, and the St. Louis school board owns property valued at \$2,382,342. The valuation of property owned by private schools and convents is

\$1,418,465, and by church corporations, \$3,610,586. The total amount of real estate exempt from taxation in the city is about \$35,000,000.

The increase in the assessed value of real estate in St. Louis in 1882 was about fifteen per cent. as to the entire city. In the central part of the city twenty and twenty-five per cent. increase was made, while in the suburban sections five to ten per cent. additional value was placed on real estate. But few owners made petitions appealing from these additional valuations.

Below are given samples of the assessments on Washington Avenue and Olive Street for the past two years, from which some idea may be obtained of the increased values.

Washington Avenue.

Between Fourth and Fifth Streets:

Ames' estate, 90 feet front, valued at \$187,500 in 1881, and \$190,000 in 1882.

William G. Clark, owner, 112 feet front; increased from \$155,750 to \$174,500.

Mercantile Block, 18 feet front; increased from \$17,720 to \$26,520.

Between Fifth and Sixth Streets:

Mary F. Barrett, 71 feet front; increased from \$82,140 to \$94,860.

John H. Beach, 23 feet front; from \$20,570 to \$23,180.

Alford Bradford, 70 feet; increased from \$94,800 to \$105,800.

Charles Bradford, 30 feet; from \$43,200 to \$48,200.

State Savings Association, 27 feet; from \$19,280 to \$21,000.

Between Sixth and Seventh Streets:

Ames' estate, 90 feet; from \$87,200 to \$100,000.

New Lindell Hotel Company, 182 feet; from \$474,150 to \$587,000.

Between Seventh and Eighth Streets:

Gerard B. Allen, 235 feet; from \$94,580 to \$138,080.

George W. Bull, 22 feet; from \$17,930 to \$22,240.

Between Eighth and Ninth Streets:

First Methodist Church, 94 feet; from \$35,880 to \$38,000.

Between Ninth and Tenth Streets:

Esther Collins, 24 feet; from \$32,330 to \$37,500.

Olive Street.

Between Fourth and Fifth Streets:

Third National Bank, 37 feet; from \$97,000 to \$103,750.

Between Sixth and Seventh Streets:

Provident Savings-Bank, 25 feet; from \$39,500 to \$44,500.

John B. Sarpy, 50 feet; from \$46,330 to \$52,900.

Between Sixth and Seventh Streets:

Alice Bacon, 25 feet; from \$13,870 to \$15,200.

Between Seventh and Eighth Streets:

T. Benoist, 44 feet; from \$33,040 to \$40,000.

Between Eighth and Ninth Streets:

Laura A. Blossom, 25 feet; from \$12,290 to \$15,450.

Odd-Fellows' Hall Association, 127 feet; from \$54,000 to \$60,000.

Between Ninth and Tenth Streets:

Gerard B. Allen, 100 feet; from \$70,500 to \$92,500.

Pelagie Berthold, 50 feet; from \$23,500 to \$26,500.

Between Tenth and Eleventh Streets:

Mary A. Calhoun, 24 feet; from \$8250 to \$12,250.

Between Eleventh and Twelfth Streets :

Daniel Catlin, 24 feet ; from \$8720 to \$9720.

Nathan Cole, 29 feet ; from \$11,410 to \$12,800.

John Byrne, Jr., the pioneer, perhaps, in what has grown to be the colossal real estate business of St. Louis, was born in New York City, Aug. 3, 1805. His parents were John Byrne and Margaret O'Donnell, both natives of County Donegal, Ireland. Little is recorded of his boyhood, except that he was educated at Georgetown, D. C., leaving school in 1819 and removing with his parents to Mobile, Ala., where, although a mere boy, he was immediately associated with his father in mercantile pursuits, for which he early exhibited a special aptitude.

On the 5th of March, 1832, he was married to Sarah M. Fitzsimmons, a native of Asheville, N. C., and of Irish parentage. This union has proved a long and happy one, and on the 5th of March, 1882, the couple had the pleasure of celebrating their golden wedding, amid the congratulations of a large company of their friends in St. Louis.

The ruin wrought by the panic of 1837 compelled Mr. Byrne to seek a new location. Accordingly he removed to St. Louis, where he established a modest dry goods house on Market Street. Few of those then engaged in business in St. Louis are now living, but one of the few is Eugene Kelly, who kept a store within a few doors of his, and who is now a wealthy banker of New York.

In 1840, Mr. Byrne opened a real estate office in a little building on Chestnut Street, near Fourth. Although the honor has been claimed for others, he was perhaps the pioneer in this business, and H. W. Leffingwell appears to have been the next person to engage in this as yet untried field.

Mr. Byrne's industry and fidelity to the interests of his patrons were speedily recognized, and he soon had the satisfaction of seeing his business established on a substantial basis. Its increase has been singularly uniform, a result due perhaps to his conservatism, which prevented his engaging in the wild speculations that proved so ruinous to others in the real estate trade. This caution begot confidence in him and gained him custom, and some of the largest estates in St. Louis have passed through his hands. It is now forty-two years since the business was inaugurated, and the generous competence which Mr. Byrne is now enjoying in the evening of his days is the fitting reward for years of watchful and incessant industry.

Although not a politician, Mr. Byrne has not declined to serve the public when called upon. At one time he was a member of the Board of Education,

serving with Chancellor Eliot, and proved himself a progressive friend of the public school system.

He is a devoted member of the Catholic Church, and was one of the founders of the St. Vincent de Paul Association. When he arrived in St. Louis he says the population was only eighteen thousand. The court-house was the only public building, and that was unfinished. The only Catholic Churches were the cathedral and the chapel of the St. Louis University, and the only two Catholic institutions were the St. Louis University, under Father Ellet, and the Convent of the Sacred Heart.

Mr. Byrne was a director in the Central Savings-Bank, and when it failed he lost his investments and the deposits of his house. He is now a director in the Safe Deposit Company.

Mr. Byrne has had two children. Mary Elizabeth was born in New York in 1833, and in 1856 was married in St. Louis to Dr. F. L. Haydel, of St. James Parish, La. Dr. Haydel has been associated with his father-in-law for many years as superintendent of his business.

The fate of James Fitzsimmons Byrne was a tragic one. He was born in St. Louis, May 27, 1842; attended school at Antwerp, Belgium, for four years, and on June 8, 1864, was drowned in the Rhine at Bonn, Prussia. He was a young man of exceptional promise, and his sudden death fell with crushing weight upon his parents.

Although now considerably beyond the Scriptural limit of "threescore years and ten," Mr. Byrne has not until lately exhibited any marked decay of body or mind. He appears occasionally at his business, and attends to many details, and still manifests considerable interest in affairs. Of a retiring nature, he has always shunned publicity, and would prefer, if judged at all, to be judged by his deeds. According to such a standard; there are few of the business men of St. Louis who have accomplished more, not merely in winning success in business, but in demonstrating the fact that enduring success is the natural result of patient, painstaking, and unostentatious labor.

Marcus A. Wolff, another prominent real estate agent, was born in Louisville, Ky., May 14, 1831. His father was born in London, England, of Polish parents, and came to this country when only nineteen years old. He was a mechanic in moderate circumstances. Eventually he married Miss Susan Franklin, of Kentucky. The elder Wolff was a man of sound common sense, and, so far as he was able, gave his son a good common-school education. When the boy was only ten years of age, however, necessity compelled him to leave school, in order to contribute



John Byrne Sr.
"



ST. LOUIS BANK NOTE COMPANY

Respectfully
Marcus A. Hoff

to his own support and to that of the other and younger members of the family.

Hoping to better his condition, his father removed to St. Louis, and Marcus found employment as a newsboy and in various capacities in the newspaper offices. The papers of the city then were the *Missouri Republican*, the *Evening Gazette*, the *Missourian*, and the *Reveille*. For several years he was a carrier on the *Evening Gazette* and the *Reveille*, and in 1847 he went on the *Republican*, working at the press and carrying papers. The chief incidents of the latter engagement were the fire that destroyed the office of the paper and the cholera epidemic of 1849. While the malady was raging young Wolff gave a signal display of energy: three of the carriers of the paper were stricken down, and he insisted upon delivering the papers on their routes in addition to his own, and for some time did the work of four men, beginning at one o'clock A.M. and walking continuously until noon. Such service won the gratitude and respect of his employers and the admiration of his acquaintances. In this eminently practical school Mr. Wolff completed his business education.

In December, 1852, he married Miss Eliza J. Curtis, of St. Louis, and about the same time obtained a position as teller and clerk in a private banking-house, in which position he soon acquired the reputation of being the best judge of bank-notes in the city, a distinction to be proud of, for in those days there were about twelve hundred banks throughout the country issuing notes of differing denomination. By judicious investment of his savings he was enabled in 1859 to establish himself in business as junior member of the real estate firm of Porter & Wolff. The house soon became known as one of the most successful in St. Louis. In 1868, Mr. Porter retired, and Mr. Wolff continued the business, having purchased his partner's interest. In 1872 the firm of M. A. Wolff & Co. was established. Under Mr. Wolff's energetic management the business grew rapidly, and has long been perhaps the largest and most prosperous of its kind in St. Louis.

Pre-eminently a business man, Mr. Wolff has never held office, although a staunch Democrat, and often solicited to allow his name to be used. But recognizing the fact that his own prosperity depended on that of the city, he has always taken a deep interest in whatever promised to advance her progress. He was one of the original stockholders in the Boatmen's Savings Institution, and holds or has held an interest (mostly as director) in the following institutions: Second National Bank, East St. Louis Elevator Company, Hope Mutual Insurance Company, St. Louis

Distillery Company, Rapid Transit Company, South St. Louis Street Railroad Company, and Real Estate Exchange. Generally, it may be said that no legitimate enterprise promising the advancement of the city and State has yet been inaugurated in which he has not manifested a deep interest.

Mr. Wolff is of a social nature, and is a Mason, Knight Templar, Knight of St. Patrick, and a member of the St. Louis Legion of Honor and other societies. Throughout his life he has been industrious, prudent, and saving, and as a consequence has amassed a handsome competency. His residence at Côte Brillante is one of the most attractive in the city.

Still in the prime of life, Mr. Wolff has lost none of the spirit and dash that characterized his early career, and appears good for many years to come.

CHAPTER XXVI.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES.

As the commercial metropolis of the Mississippi valley, St. Louis lays under contribution not only the great Mississippi River, but all the numerous streams which swell this mighty current. Situated twenty miles below the mouth of the Missouri and one hundred and seventy-four miles above the mouth of the Ohio, St. Louis holds, as has been frequently pointed out in this work, the key to the industrial development of that vast and fertile region which is drained by the Mississippi, the Missouri, the Ohio, and the numerous smaller rivers, and her commercial existence is indissolubly linked to that of the great valley.

"Many years ago the late Governor Clark and myself," says Hon. Thomas H. Benton,¹ "undertook to calculate the extent of boatable water in the valley of the Mississippi; we made it about fifty thousand miles! of which thirty thousand were computed to unite above St. Louis, and twenty thousand below. Of course, we counted all the infant streams on which a flat, a keel, or a bateau could be floated, and justly; for every tributary of the humblest boatable character helps to swell not only the volume of the central waters, but the commerce upon them. Of this immense extent of river navigation, all combined in one system of waters, St. Louis is the centre and the *entrepôt*, presenting even now, in its infancy, an astonishing and almost incredible amount of commerce, destined to increase forever." The Missis-

¹ Letter to the St. Louis delegation to the Chicago Convention, dated June 20, 1847.

issippi, the conduit of them all to the ocean, must ever remain the central figure in the group. Rising in Lake Itasca, about three thousand two hundred miles from the Gulf of Mexico, near the "divide" which turns the water-fall of that country into the Red River of the North, it flows for over one thousand miles through a rich and abundant land, until its waters are broken by the Falls of St. Anthony, near which the thriving cities of Minneapolis and St. Paul are located. The river at these falls is eighteen hundred feet wide, and its waters are precipitated over a ledge of limestone rock seventeen feet in height, forming a dam, the water of which supplies power to many manufacturing establishments in Minneapolis, the chief of which is that of flour. For continuing the improvement of these falls, twenty-five thousand dollars was appropriated by the River and Harbor Act of 1882. St. Paul, near these falls, is seven hundred and ninety-eight miles from St. Louis, and is the head of steamboat communication with St. Louis, though the river is navigable far above the falls.

Not the least of the remarkable features of the Mississippi River are the physical characteristics which it has stamped upon the delta which it has created and through which it flows. The scientists who have made a study of this river regard the delta of the Mississippi as beginning near the village of Commerce, about twenty-eight miles above the mouth of the Ohio, where the rock *in situ* is first encountered on both sides of its channel, and supposed to underlie its bed. If that be assumed as a fact, it involves the further assumption that at some remote period there existed a cataract or rapids of far greater descent than that at Niagara somewhere above the mouth of the Ohio River. The elevation of the low-water surface of the Mississippi about Cape Girardeau is two hundred and eighty-five feet above the level of the ocean, and if ever the level of the sea extended up to that point, the Mississippi must then and there have precipitated its waters over a ledge two hundred and eighty-five feet high. If we imagine a great plane, extending from the mouth of the Ohio, six hundred miles in length and thirty to forty in width, with its northern extremity elevated two hundred and eighty-five feet, we shall have some idea of the delta which the river has created in the progress of time. This plane, containing forty thousand square miles, has been formed in the course of ages from the material washed down from the uplands by the river and its tributaries. The river has therefore raised above the sea the soil which constitutes its own bed, and flows down this plane of its own creation in a serpentine course, frequently crowding the hills and

bluffs. The actual distance from the mouth of the Ohio to the gulf is in round numbers five hundred miles, the length of the Mississippi from the same point to the gulf is eleven hundred and seventy-eight miles, and the average descent at high water is three and a quarter inches per mile. The course of the river is therefore lengthened out nearly seven hundred miles, or more than doubled by the remarkable flexures of its channel, and the rate of descent is reduced by these flexures to less than one-half the inclination of the plane down which it flows.

The Mississippi bears along at all times, but especially in the periods of the floods, a vast amount of earthy matter suspended in its waters, which the current is able to carry forward so long as the water is confined to the channel. But when the water overflows the banks its velocity is checked, and it immediately deposits the heaviest particles which it transports and leaves them upon its borders, and as the water continues to spread farther from its banks, it continues to let down more and more of this suspended material, the heaviest particles being deposited on the banks, and the finest clay conveyed to positions more remote. The consequence is that the borders of the river which received the first and heaviest particles are raised higher above the general level of the plane than the soil which is more remote, and that while the plane of the delta dips towards the sea at the rate of eight inches per mile, the soil adjacent to the banks slopes off at right angles to the course of the river into the interior for five or six miles at the rate of three or four feet to the mile. The lands immediately on the borders of the river are extremely fertile, and often highly cultivated, but as they are all subject to inundation during the high floods of the river, they are guarded by artificial embankments. The water pressing upon these embankments often produces breaches or crevasses through them, and rushes in a deep column into the low grounds, and sweeps over every improvement. The width, depth, and area of cross section of the Mississippi below St. Louis will be found in the following table, from the memoir of Charles Ellet, Jr. :

Points on the River.	Width, Feet.	Depth, Feet.	Area of Cross Section, Square Feet.
At Cape Girardeau, 1½ miles above...	2500	66.5	165,544
Above mouth of Ohio, 2 miles.....	1530	77.5	.....
Below mouth of Ohio, 1 mile.....	4031	71.3	235,333
Below Memphis, ½ mile.....	2830	102.5	143,212
At Horse-Shoe Cut-Off.....	2940	72.8	161,221
Above Arkansas River, ¾ mile.....	2810	81.5	171,190
Below " " ¾ mile.....	3730	81.0	196,300
At American Bend, upper side.....	3365	103.6	170,160
" " lower side.....	3285	79.1	187,170
Terrapin Neck.....	3440	87.6	178,220
" " " ".....	3540	102.1	168,130
Above Vicksburg, 7 miles.....	3513	120.0	160,164
Below " " 3 " ".....	4400	84.0	207,800
Above Palmyra Bend.....	4048	96.3	187,220
Below " " " ".....	5613	91.3	256,292

Points on the River.	Width, Feet.	Depth, Feet.	Area of Cross Section, Square Feet.
Above Grand Gulf, 4 miles.....	3644	105.5	175,773
Below " " 3 ".....	5900	76.5	264,797
Above Red River, 1/2 mile.....	2545	118.0	194,530
Below " " 1 ".....	3665	128.0	268,646
In Racourci Cut-Off.....	1761	107.0	148,790
At Tunica Bend.....	3323	87.7	233,892
Baton Rouge.....	2500	.....	212,500
Above Plaquemine, 1 1/2 miles.....	2170	123.5	181,500
Below " " ".....	2790	128.0	199,280
Above Donaldsonville, 1 mile.....	2483	117.5	200,250
" " " 1/2 ".....	3553	103.2	114,580
Bonnet Carré Bend, above Crevasse..	2925	107.9	198,734
" " " below ".....	2983	76.4	152,440
Sauvé's plantation.....	2375	135.3	182,031
McMaster's plantation.....	2425	100.0	166,172

The average area of high-water section of the whole from the mouth of the Ohio to New Orleans is two hundred thousand square feet. The estimate for the discharge of high water by the Mississippi at the top of the flood of 1854 was one million two hundred and eighty thousand cubic feet *per second*.

At the time of the Revolution there were able men who conceived that the Atlantic States, hemmed in by the sea and by a chain of mountains, embraced too great a diversity of surface and products, and were too widely scattered not to present discordant elements and jarring interests, which could only be reconciled and held in check by a powerful centralized government. They could not imagine that the barriers of the mountains would be overleaped, and that other States would spring up in the remote West; that their descendants would intermingle on the Pacific coast with the people of Asia, and claim the Sandwich Islands for their neighbors; that Mexico would present but a feeble barrier to their interminable progress, or that States would flourish in the Mississippi valley, in which one of the States, Missouri, unexplored at the period of the Revolution, has a population, resources, and wealth greater than all the original thirteen when their independence was achieved, and a city, St. Louis, is more populous, wealthy, and enterprising than all the cities of the Atlantic coast at the same epoch.

The distances from St. Louis to points on the upper Mississippi are as follows:

	Miles.	Total.
To mouth of Missouri.....	20	20
Alton.....	5	25
Grafton.....	18	43
Cap au Gris.....	27	70
Worthington.....	10	80
Hamburg.....	10	90
Clarksville.....	15	105
Louisiana.....	12	117
Cincinnati, Ill.....	15	132
Saverton.....	8	140
Hannibal.....	7	147
Marion.....	10	157
Quincy.....	10	167
La Grange.....	10	177
Canton.....	8	185
Tully.....	2	187
Warsaw.....	20	207
Keokuk.....	5	212
Montrose.....	12	224

	Miles.	Total.
Fort Madison.....	12	236
Pontoosac.....	6	242
Dallas.....	2	244
Burlington.....	15	259
Oquawka.....	15	274
Keithbury.....	12	286
New Boston.....	8	294
Port Louisa.....	12	306
Muscatine.....	18	324
Rock Island.....	30	354
Hampton.....	12	366
Le Clair.....	6	372
Camanche.....	18	390
Albany.....	2	392
Fulton.....	10	402
Sabula.....	18	420
Savanna.....	2	422
Galena.....	30	452
Dubuque.....	25	477
Will's Landing.....	12	489
Waupaton.....	8	497
Buena Vista.....	6	503
Cassville.....	4	507
Guttenberg.....	10	517
McGregor.....	22	539
Prairie du Chien.....	3	542
Red House Landing.....	3	545
Johnson's Landing.....	1	546
Columbus.....	29	579
Lansing.....	2	577
Winneshek.....	8	585
Victory.....	5	590
Warner's Landing.....	11	601
Wild Cats' Bluffs.....	12	613
La Crosse.....	16	629
Black River.....	12	641
Fortune's Landing.....	6	647
Montoville.....	4	651
Winona.....	7	658
Wabashaw Prairie.....	4	662
Honie's Landing.....	10	672
Hall's Landing.....	10	682
Wabasha.....	25	707
Nelson's Landing.....	2	709
Reed's Landing.....	2	711
Lake Pepin.....	1	712
Wells' Landing.....	14	726
Bullard's Landing.....	8	734
Red Wing.....	8	742
Point Prescott.....	22	764
Point Douglas.....	1	765
Hastings.....	25	790
Crow Village.....	3	793
St. Paul.....	5	798
Falls of St. Anthony.....	8	806
Mendota.....	6	812
Fort Snelling.....	1	813
Itasca.....	37	850
Sauk Rapids.....	49	899
Fort Ripley.....	46	945

The distances from St. Louis to points on the Mississippi to Cairo are as follows:

	Miles.	Total.
To Cahokia.....	4	4
Carondelet.....	1	5
Jefferson Barracks.....	5	10
Sneck's Landing.....	10	20
Widow Waters' Landing.....	1	21
Sulphur Springs.....	2	23
Rattlesnake Springs.....	2	25
Harlow's.....	5	30
Platin Rock.....	2	32
Selma.....	3	35
Rushtower.....	5	40
John Brickley's.....	5	45
Fort Chartres.....	5	50
Ste. Genevieve.....	10	60
St. Mary's.....	10	70
Pratt's.....	2	72
Kaskaskia.....	3	75
Chester.....	5	80

	Miles.	Total.
Maynard.....	1	81
Fort Perry.....	1	82
Liberty.....	8	90
Underhill's.....	5	95
Herring's.....	1	96
Baily's.....	4	100
Wilkinson.....	5	105
Linhooop.....	1	106
Wittenburg.....	14	120
Sellers.....	1	121
Grand Tower.....	1	122
Birmingham.....	6	123
Hines.....	1	129
Preston's.....	1	130
Bennet's.....	1	131
Neeley's.....	1	132
Vaucil's.....	1	133
Willard's.....	2	135
Bainbridge.....	1	136
Clear Creek.....	9	145
Cape Girardeau.....	5	150
Thebes.....	10	160
Commerce.....	3	163
Thornton's.....	5	168
Price's.....	2	170
Lane's.....	3	173
Hunt's.....	1	174
Rodney's.....	15	189
Cairo.....	5	194
Mouth of Ohio.....	5	194
Ohio City.....	5	194

The river system of the Mississippi valley, of which St. Louis is the centre, the *entrepôt*, may be summarized as follows:

	Miles.
Mississippi from St. Anthony's Falls to the Gulf of Mexico.....	2,200
Red River to head of navigation.....	1,100
Arkansas to Neosho River.....	600
White River to Batesville.....	400
St. Francis River.....	100
Missouri River.....	2,000
Osage River.....	300
Kansas.....	300
Other tributaries.....	600
<hr/>	1,200
Des Moines.....	300
St. Peter's.....	300
Yazoo.....	100
Ohio.....	1,000
Its tributaries—Tennessee.....	600
Cumberland.....	300
Wabash.....	300
Green, Kentucky, and Muskingum..	500
Allegheny.....	400
<hr/>	2,100
The Illinois.....	300
Rock River, Galena, Wisconsin, and St. Croix.....	500
<hr/>	12,200
Making the total river navigation..	12,200

At Fort Snelling the *St. Peter's*, or *Minnesota* River empties into the Mississippi, eight hundred and thirteen miles above St. Louis, and is navigable for sixty miles. By the River and Harbor Act of 1882 the Secretary of War is directed to cause examinations and surveys to be made of "the source of this river, near the foot of Big Stone Lake, with a view to its being added to the reservoir system of the Mississippi and its tributaries." The *St. Croix* River, with its large lumber trade, is about two hundred miles in length, and enters the Mississippi at a point seven hundred and sixty-five miles above

St. Louis; the chief river points on the *St. Croix* are Hudson, Stillwater, Osceola, and St. Croix Falls.¹ The *Chippewa* River empties into the Mississippi six hundred and eighty-six miles above St. Louis, near the end of Lake Pepin, upon which a harbor of refuge at Lake City is to be constructed under the River and Harbor Act of 1882. This river is navigable for steamboats about seventy miles, and upon its surface large quantities of timber are annually rafted to St. Louis; its length is three hundred miles, and its chief tributaries are the Clearwater and Red Cedar Rivers. For the improvement of the *Chippewa* River thirty-five thousand dollars was appropriated by the River and Harbor Act of 1882.

The *Wisconsin* River empties into the Mississippi four miles below Prairie du Chien, and five hundred and thirty-eight miles above St. Louis. This river is navigable for steamboats as far as Portage, where the canal connects it with the Fox River, which flows into Green Bay, and connects the Mississippi system with the lake system of navigation. The length of the *Wisconsin* is six hundred miles, and it receives the waters of many tributaries, some of them streams of considerable volume. The *Fevre* River, upon which Galena is situated, enters the Mississippi a few miles below Duluth, and is navigable a part of the year to Galena. The *Wapsipinicon* River, at a point seven miles below Camanche, and three hundred and eighty-three miles above St. Louis, empties into the Mississippi. Its length is two hundred miles, but it is not navigable. The *Rock* River, rising in Fon du Lac County, Wis., near Lake Winnebago, flows south-westerly, and enters the Mississippi River two miles below Rock Island, at a point three hundred and fifty-two miles above St. Louis. Its navigation is dependent upon high water, and extends two hundred and twenty-five miles.

The distances on Rock River from Watertown to the Mississippi are:

	Miles.	Total.
From Watertown to Jefferson.....	16	16
To Fort Atkinson.....	8	24
Janessville.....	34	58
Beloit.....	18	76
Roscoe.....	8	84
Rockford.....	12	96
Byron.....	12	108
Oregon.....	10	118
Dixon.....	20	138
Sterling.....	12	150
Lyndon.....	16	166
Prophetstown.....	2	168
Camden.....	45	213
Mississippi River.....	1	214

The *Iowa* River takes its rise in Hancock County, Iowa, and is navigable for small steamboats in the

¹ Thirty thousand dollars was appropriated by the River and Harbor Act of 1882 for improving this river.

high-water season for eighty miles from its mouth, on the Mississippi River, two hundred and ninety-four miles above St. Louis, near New Boston. Its length is about three hundred miles, and its course southeasterly.

The *Des Moines* River, rising in the southern part of Minnesota, flows through an exceedingly fertile and productive country for four hundred miles, of which two hundred are navigable. It enters the Mississippi near Alexandria, Mo., about two hundred and seven miles above St. Louis. The distances upon this river are:

	Miles.	Total.
From Fort Des Moines to Dudley.....	14	14
To Lafayette	5	19
Bennington.....	10	29
Red Rock.....	16	45
Amsterdam.....	12	57
Bellefontaine	12	69
Auburn.....	12	81
Des Moines City.....	8	89
Eddyville	2	91
Chillicothe	8	99
Ottumwa.....	12	111
New Market.....	20	131
Portland.....	6	137
Philadelphia	8	145
Pittsburgh.....	7	152
Pleasant Hill.....	5	157
Vernon.....	8	165
Bonaparte.....	5	170
Farmington.....	8	178
Black Hawk.....	3	181
Croton.....	3	184
Athens.....	5	189
Belfast.....	6	195
St. Francisville.....	10	205
Mississippi River.....	15	220

Quincy, Ill., one hundred and sixty-seven miles above St. Louis, on the Mississippi, is situated in one of the finest agricultural sections of the country. Hannibal, Mo., one hundred and forty-seven miles above St. Louis, is an important point for the shipment of pork, hemp, tobacco, and other produce. Both of these thriving cities are important centres of the trade and commerce of St. Louis.

The *Illinois* River empties into the Mississippi at Grafton, Ill., forty-three miles above St. Louis. The Kankakee and Des Plaines Rivers uniting at Dresden form the Illinois, which, receiving the waters of Vermilion River, then becomes navigable for steamboats during a part of the year. The productiveness of the country through which the Illinois flows makes the commerce of that river very valuable. The distances from St. Louis to trading-points on the Illinois River are as follows:

	Miles.	Total.
To Mason's Landing.....	42	42
Hardin.....	25	67
Columbiana.....	10	77
Apple Creek.....	4	81
Bridgeport.....	2	83
Montezuma.....	14	97
Florence.....	6	103
Griggsville	6	109
Naples.....	4	113

	Miles.	Total.
Meredosia.....	6	119
La Grange.....	10	129
Fredericksville	4	143
Browning.....	6	149
Sharp's.....	6	155
Bath.....	12	167
Havana.....	12	179
Liverpool	10	189
Copperas.....	12	201
Lancaster	8	209
Kingston.....	2	211
Pekin.....	10	221
Wesley City.....	6	227
Peoria	3	230
Spring Bay.....	14	244
Rome.....	6	250
Chillicothe.....	2	252
Lacon.....	20	272
Peru.....	30	302
La Salle.....	1	303

The *Missouri* River unites with the Mississippi twenty miles above St. Louis. The springs in the Rocky Mountains from which its head-waters flow are not more than a mile from those which supply the Columbia River, which empties into the Pacific Ocean. The *Jefferson*, *Gallatin*, and *Madison*, three small streams, unite to form the Missouri. The "Gates of the Rocky Mountains," which, rising perpendicularly from the water's edge to the height of twelve hundred feet, compress the river into a breadth of four hundred and fifty feet, are four hundred and forty-one miles from the extreme point of navigation of the branches. The "Great Falls," a series of rapids, having a fall of three hundred and fifty-one feet in sixteen miles, are one hundred and ten miles below the "Gates." These falls are broken into four leaps, of which the first in the descent of the river is twenty-six feet; the second, forty-seven feet; the third, nineteen feet; and the fourth, ninety-eight feet. Below the falls navigation is unobstructed by any permanent barrier, and only impeded by low waters after the July flood has passed down. The great number of islands and sand-bars that have formed in the river render the channel intricate and difficult for navigation, which, with the numerous "snags," make steamboating extremely hazardous. The first important tributary, the *Yellowstone*, is as yet not of any material importance from a commercial point of view. It is navigable for a considerable distance by the steamboats of the upper Missouri, and when the country through which it flows shall have been settled and cultivated, the trade of the *Yellowstone* will doubtless become very valuable.

The *Platte*, or *Nebraska* River enters the Missouri seven hundred and forty miles from St. Louis. Formed by its North and South Forks, which rise in the Rocky Mountains, the *Platte* flows easterly for two thousand miles, but is shallow, and, except in the great freshets of the spring, is not navigable.

Sixteen miles above Kansas City and four hundred and seventy-three from St. Louis, the Little Platte from Iowa enters the Missouri. It is two hundred miles in length, shallow, and not of much importance commercially.

One of the largest tributaries of the Missouri is the *Kansas*, which enters that river near Kansas City, four hundred and fifty-nine miles from St. Louis. Rising in the Rocky Mountains, and flowing eastward through the rich State of Kansas, its length is twelve hundred miles, nine hundred of which, with some improvement, might be made navigable. It is one thousand feet wide at its mouth, and has many tributaries, of which Solomon's Fork, seven hundred miles long, and Smoky Hill Fork, eight hundred miles long, are the largest.

Grand River enters the Missouri three hundred and one miles from St. Louis. It is two hundred and forty miles in length, and navigable one hundred miles between the Missouri and Madison, Iowa.

Five miles below Cambridge, Iowa, and two hundred and sixty-nine above St. Louis, the *Chariton* River from Iowa enters the Missouri. It is navigable for thirty miles, and its length is one hundred miles.

Eight miles below Arrow Rock and two hundred and forty miles from St. Louis, the *La Mine* River enters the Missouri. It is navigable for about thirty miles.

The *Osage* River is about five hundred miles in length, and runs through a very fertile and productive country, and enters the Missouri one hundred and sixty-nine miles from St. Louis. It is navigable for about two hundred miles.

The *Gasconade*, rising in Wright County, Mo., runs nearly two hundred miles, and empties into the Missouri one hundred and twenty-nine miles from St. Louis. It is important only as supplying water-power, and is not navigable.

The distances from St. Louis to points on the Missouri River are as follows:

	Miles.	Total.
To mouth of Missouri River.....	20	20
Bellefontaine Bend.....	5	25
Jamestown.....	2	27
Charbonier.....	8	35
St. Charles.....	10	45
Howard Bend.....	12	57
Bonhomme Island.....	1	58
Howell's Ferry.....	4	62
Dozier.....	5	67
Port Royal.....	1	68
Tavern Roek.....	1	69
Mount Albans.....	1	70
Angusta.....	6	76
Jones Point.....	2	78
South Point.....	4	82
Basonia.....	1	83
Washington.....	1	84
Tuque Point.....	1	85
St. John's Landing.....	2	87

	Miles.	Total.
Newport Landing.....	2	89
Miller's Landing.....	9	98
Herrmann.....	23	121
Gasconade.....	8	129
Portland.....	12	141
St. Aubert's.....	10	151
Shipley's.....	4	155
Bonnot's Mills.....	7	162
Osage.....	2	164
Moreau.....	5	169
Jefferson City.....	5	174
Claysville.....	7	181
Marion.....	10	191
Martin's Landing.....	7	198
Nashville.....	7	205
Mount Vernon.....	7	212
Rocheport.....	8	220
Boonville.....	12	232
La Mine.....	8	240
Arrow Rock.....	8	248
Glasgow.....	17	265
Cambridge.....	9	274
Brunswick.....	26	300
Miami.....	15	315
Waverly.....	31	346
Dover Landing.....	13	359
Lexington.....	12	371
Wellington.....	8	379
Camden.....	10	389
Napoleon.....	8	397
Richfield.....	24	421
Liberty.....	15	436
Kansas City.....	21	457
Kansas River.....	2	459
Leavenworth.....	13	472
Little Platte.....	1	473
Weston.....	33	506
Atchison.....	15	521
Doniphan.....	7	528
Maysville.....	28	556
Palermo.....	24	580
St. Joseph.....	11	591
Nodaway.....	25	616
Iowa Point.....	30	646
Brownsville.....	40	686
Nebraska City.....	30	716
Plattsmouth.....	21	737
Platte River.....	3	740
St. Mary's.....	2	742
Council Bluffs.....	15	757
Florence.....	10	767
Fort Calhoun.....	10	777
De Soto.....	15	792
Tekama.....	30	822
Sioux City.....	60	882
Yellowstone River.....	1075	1957
Great Falls.....	675	2632
Rocky Mountain Gates.....	110	2742

The *Ohio*, which enters the Mississippi at Cairo, one hundred and seventy-four miles below St. Louis, is formed at Pittsburgh, one thousand and nineteen miles from Cairo, by the junction of the Allegheny and Youghiogheny. The Allegheny, which is the proper continuation of the Ohio, rises on the borders of Lake Erie, where its tributaries terminate in Lake Chautauqua, one thousand three hundred feet above the level of the sea, and seven hundred feet above the level of Lake Erie. A boat may start from these sources, within seven miles of Lake Erie, in sight sometimes of the sails which whiten the approach to the harbor of Buffalo, and float securely down the Conewango or Cassadaga to the Allegheny, down that river to the Ohio, and thence uninter-

edly to the Gulf of Mexico. In all this distance of two thousand four hundred miles the descent is so uniform and gentle, so little accelerated by rapids, that when there is sufficient water to float the vessel, and sufficient power to govern it, the downward voyage may be performed without difficulty or danger in the channels as they were formed by nature. Steamboats have ascended the Allegheny to Olean Point, two thousand three hundred miles from the mouth of the Mississippi, and two hundred and fifty miles above Pittsburgh. From the junction of the two principal tributaries of the Ohio at Pittsburgh, to Point Pleasant, where the Great Kanawha River from West Virginia enters the Ohio, there are only small and unimportant streams entering the Ohio. Point Pleasant is distant from St. Louis nine hundred and forty-two miles. The Great Kanawha is navigable for small boats, and the products of salt, coal, and iron which in great quantities are sent down that river find at St. Louis a market. The salt manufactures along the Great Kanawha amount to eight million bushels annually.

Improvement of the Mississippi and Tributaries.—Prior to the construction of the New York and Canadian canals, and the opening of railways between the Western and Eastern States, the Mississippi River and its navigable tributaries were the only highways of commerce between the vast territory embracing the Western States and the other States of the Union. The closing of the mouth of the Mississippi during the civil war, the general paralysis of Southern industry and trade incident to that war, and the increase in the size of ocean vessels turned the current of commerce from the southern to the eastern route, and from the bosom of the Mississippi to the canals and railways that led to Northern Atlantic cities. This deflection of the commerce of the Western States from the southern to the northern routes diminished, without destroying, the value of the Mississippi River as a great commercial highway. The relative economy of water over rail transportation for heavy freights, and the failure of the railways to supply sufficient cheap transportation to meet the demands of a rapidly increasing commerce between the great central basin of this continent and the markets of the world, created that public sentiment, to which Congress has within a few years past responded, for the improvement of the navigation of the Mississippi and its tributaries. Previous to the public recognition of the vast importance of this national undertaking, the prevention of "inundations of the delta of the Mississippi" had attracted attention, together with the practicability and cost of improving the

navigation of Western rivers, as incidental rather than primary reasons for those improvements. The memoir of Charles Ellet, Jr.,¹ was prepared under the authority of an act of Congress directing the Secretary of War to institute such surveys and investigations as were necessary to the preparation of adequate plans for protecting the delta from inundations, and increasing the depth of water on the bars at the mouth of the Mississippi. Mr. Ellet, though not an officer of the government or in the employ of the War Department, was called to this important duty, and authorized to make such investigations as would enable him to devise and report suitable plans for the protection of the delta from inundations by overflows.

As early as 1841 the attention of Congress was called to the condition of the Mississippi above the mouth of the Ohio. From 1836 to 1841 it was said that more property had been destroyed from the mouth of the Ohio to St. Louis by snags than on all the other parts of the river and its tributaries.² Notwithstanding the general government had provided snag-boats for the lower river, the manifest neglect of the Western rivers was entailing an annual loss of millions of dollars upon the commerce of the West, owing to the dangerous and destructive condition of the then only commercial highway for that great section of the country. A theory of constitutional construction intervened to obstruct the work of improvement, which became so obviously absurd that to avoid its inconveniences Mr. Calhoun designated the Mississippi River as an "inland sea," to the improvement of which the powers of the general government might be applied. Notwithstanding the vast extent and wonderful fertility of the country which those rivers drain, the nature, variety, and location of the products seeking transportation, and the almost incalculable commerce which demanded the facilities of easy and safe movement, their navigation was left unimproved until the competition of the railroads gave weight and influence to the demands of an injured public.

In 1870, Congress, in addition to the usual appropriation for river improvements and surveys, made an

¹ "The Mississippi and Ohio Rivers: containing plans for the protection of the delta from inundations; and investigations of the practicability and cost of improving the navigation of the Ohio and other rivers by means of reservoirs, with appendix on the bars at the mouth of the Mississippi, by Charles Ellet, Jr., Civil Engineer."

² John A. Seudder, before the Senate Committee on Transportation Routes to the Seaboard, in 1873, said, "I suppose there are five thousand wrecks between this (St. Louis) and Cairo alone. I speak now of all the boats that are sunk." P. 615.

allowance of funds for the survey and examination of various small streams tributary to the Mississippi and its great branches. Among the streams to be examined were the Cuivre River in Missouri, the Current River in Missouri, Black River, Missouri and Arkansas, White River, flowing through the same States, the Fourche la Faire in Arkansas, and Bayou Bartholomew in Louisiana. The surveys of these rivers were made by Brevet Maj. Charles J. Allen, Engineer Corps, who in that year reported to Gen. William T. Reynolds, U. S. Engineer Corps, in charge of Western rivers at St. Louis. In addition to the examination of these rivers, the same Congress which authorized this work ordered a complete survey of the Ouachita River from Trinity, La., to Camden, Ark., a distance of three hundred miles. This survey was made in order to ascertain the practicability of improving navigation on that stream by the construction of locks and dams.

The opening up of the Little Missouri River for the navigation of light-draught steamboats, a work of immense value to all that section of country adjacent to its waters, as well as to the general interests of Western commerce, was accomplished that year. The country through which it flows is a very productive region, but the fact that it was in a measure cut off from markets prevented its development. Cotton, the chief product of this rich region, had to be hauled on wagons a distance of one hundred miles, which placed an embargo on its production.

The work, however, accomplished by Maj. Allen, in which St. Louis is most deeply interested, was his thorough and complete survey of that portion of the Mississippi River extending from the mouth of the Missouri to the mouth of the Maramec, which includes the harbor of St. Louis. A careful examination of the bars, chutes, and bank abrasions was made, and the particular force of the current in certain localities was ascertained.

During the season of 1871,¹ Gen. Reynolds re-

¹ The *snag-boat* fleet in 1871 under the command of Gen. Reynolds was composed of the "Thayer," the "Octavia," the "S. H. Long," the "R. E. DeRussey," and the "J. J. Abert." The "Thayer" operated in the Missouri, between St. Joseph and Omaha, from the time the river opened until the close of September, when she was sent to the upper White, Black, and Little Red Rivers.

The "R. E. DeRussey" operated in the Missouri, between Kansas City and St. Joseph, from early in the season until the 1st of September.

After her arrival at St. Louis she was loaned to the city authorities to remove obstructions in the harbor, the city paying all her expenses. This was a benefit to the city and no loss to the general commerce, for the reason that the appropriation was not enough to keep the boats at work until the 1st of July.

moved over four thousand snags, roots and all, from the streams, as well as "rack heaps" destroyed and wrecks removed, and thousands of trees cut to prevent their becoming snags, and aid given to vessels aground or in distress, which was always rendered when possible and never charged for.

In the upper Ouachita and Little Missouri, where snag-boats could not go, flat-boats drawing not over ten inches of water were set at work "cutting" snags which their light power could not pull out. The work was done under the superintendence of experienced pilots of those streams, and at a low stage of water. This was the only cutting that was done, excepting in the case of chutes, in two or three cases, when they were so low that the yawl only could go through. This method was adopted to render the chute available when a rise should come.

Under the law of Congress² allowing the employment of civil engineers for the purpose of executing the surveys and improvements of Western and Northwestern rivers, much work has been done on the navigable waters of the Mississippi valley.

In 1845 the Memphis Convention, for the purpose of bringing the condition of navigation on Western rivers to the attention of Congress, was held. John

The "Long" operated in the Missouri, from Kansas City to Hermann, until about the 1st of September, when she was withdrawn. After she reached the Mississippi she worked a few days in the St. Louis harbor, and on the 1st of November was ordered below, between Memphis and the mouth of the Arkansas.

The "J. J. Abert" worked in the Missouri, below St. Aubert, until the middle of August, when she came into the Mississippi, and worked between the mouth of the Missouri and Memphis.

The "Octavia" was employed the entire season between Keokuk and Cairo, endeavoring to keep a good depth of water between these points, until it was necessary to send her into the Missouri to help the "DeRussey" and "Abert" out of that river.

The work of the "Octavia" was of great service between St. Louis and Keokuk, but owing to the nature of the river from St. Louis to Cairo the benefit was not so great. Channels across the worst bars were cut several times during the season, but they soon filled up.

The amount available for running and operating the dredge and snag-boats after using enough for repairs was only one hundred and fifty thousand dollars. With this they were run about nine months each, which, as there were five boats in all, was an average cost of about three thousand four hundred dollars per month, or less than one hundred and twenty dollars per day.

The Missouri from Omaha to the mouth, the Mississippi from Keokuk to Vicksburg, the Arkansas from its mouth probably to Little Rock, the Ouachita from its mouth to Camden, the White from its mouth to Jacksonport, the Little Red, Black, and St. Francis Rivers from their mouths as far up as the boats can go well, were all passed over by the snag-boats at least twice, and the greater part of the distance four or more times during that season.

² March 29, 1867; Rev. Stat., Sec. 5253.

C. Calhoun presided, and was made chairman of the committee to memorialize Congress. In that memorial Mr. Calhoun took the broadest ground in favor of the improvements being made by the Federal government without regard to their cost.

A convention was held in Chicago July 4, 1847, to consider the subject of the improvement of the Mississippi River and its principal tributaries, to which delegates from St. Louis were appointed.

These delegates prepared an able report upon the subject, which was published in pamphlet form,¹ from which it appears that there were 1190 steamboats and 4000 keel- and flat-boats engaged in the commerce of Western rivers, employing 61,650 persons, the cost of which is set at \$16,183,561, and the running expenses at \$32,725,000. The cost of river transportation was summed up as follows:

Cost of running 1190 steamboats.....	\$32,725,000
Insurance, at 12 per cent.....	1,942,627
Interest, at 6 per cent.....	971,313
Wear and tear, at 24 per cent.....	3,885,254
Tolls on Louisville and Portland Canal	250,000
Cost of flat-boats (included because sacrificed at New Orleans).....	1,380,000
Total cost of transportation.....	\$41,154,194

This vast sum was an annual "tax upon the surplus produce, enterprise, industry, and trade of the country." The aggregate annual tonnage transported was set at 10,126,160 tons; and the "grand aggregate value of commerce afloat upon the navigable waters of the valley of the Mississippi" was estimated by this committee at \$432,621,240, "being nearly double the amount of the whole foreign commerce of the United States." Taking into consideration the loss of steamboats and cargoes, the committee regarded it as not "too high an estimate to put down the actual losses at two millions of dollars per annum. This is annihilated,—so much destroyed of the wealth of the country,—amounting every ten years to a sum equal to the purchase-money paid by the government for all Louisiana."

This was the era in Federal politics when the authority of the general government to undertake works of internal improvement was denied by a powerful and often successful party. It was also a time when the discipline of party was stronger and more binding than the interests of States and sections. That theory as well as discipline may be said to have departed

forever from the politics of the country, since the River and Harbor bill of 1882 appropriated nearly \$20,000,000 for the improvement of the rivers and harbors of the country, of which \$4,123,000 was for the Mississippi River. Up to 1873 the United States government had expended for the improvement of rivers and harbors on

The Atlantic coast.....	\$9,587,173
The Gulf coast.....	579,706
The Pacific coast.....	638,003
The Northern lakes.....	10,437,158
The Western rivers.....	11,438,300
Total.....	\$32,680,340

Above the Falls of St. Anthony to Leech Lake, a distance of six hundred and seventy-five miles, the Mississippi may be navigated in certain conditions of the rainfall. A reconnoissance of this part of the river was made in 1869 by Francis Cook, civil engineer, under the direction of Gen. G. K. Warren, of the United States Engineer Corps. In his report of Jan. 22, 1870,² Mr. Cook presents much valuable information in regard to the improvement of the upper Mississippi, and revives the "reservoir" plan of Mr. Ellet for supplying the river both above and below the Falls of St. Anthony during dry seasons. A lockage at Sauk Rapids of eighteen feet will connect the reaches of the river and extend the navigation to Little Falls, where a lockage of fourteen feet will form a connection with another navigable reach extending to the mouth of Pine River, where the removal of bowlders and the opening of cut-offs will extend navigation to Pokegama Falls. At that point a lockage of thirty feet will open the navigable waters above to Lake Leech and Winnebagoishish Lake. Thus continuous navigation will be had for six hundred and seventy-five miles above the Falls of St. Anthony. The natural reservoirs that would supply the Mississippi River, both above and below the Falls of St. Anthony, during the seasons of low water are to be formed by constructing a dam at Pokegama Falls, by which a supply of 37,057,638,400 cubic feet of water could be obtained, and a dam raising Lake Mille Lacs two feet would increase that amount 10,036,224,000 cubic feet. The estimated cost of these reservoirs was one hundred and fourteen thousand dollars, and they would supply to the upper Mississippi a permanent depth of from four and a half to five feet during the entire season. In a report to the War Department, Dec. 22, 1873,³ Maj. F. W. Farquhar, of the United States Engineer Corps, recommended that a complete survey be made of the navigable portions of the Mississippi

¹ "The Commerce and Navigation of the Valley of the Mississippi, and also that appertaining to the city of St. Louis, considered with reference to the improvement by the general government of the Mississippi and its principal tributaries, being a report prepared by authority of the delegates from the city of St. Louis for the use of the Chicago Convention of July 5, 1847."

² Ex. Doc. 235, Forty-first Congress, Second Session.

³ Ex. Doc. 145, Forty-third Congress, First Session.

River above the Falls of St. Anthony, and urged the further improvement of the river between St. Anthony and St. Cloud. These improvements have all been undertaken by the general government, and for continuing operations on the reservoirs at the head-waters of the Mississippi, Congress appropriated, Aug. 2, 1882,¹ three hundred thousand dollars. By the same act twenty-five thousand dollars was appropriated for the removal of snags, ten thousand dollars for continuing the improvement of the Mississippi River above the Falls of St. Anthony, and twenty-five thousand dollars for improving the falls.

Upon the Mississippi between St. Paul and St. Louis two dredge-boats have been employed since 1867, operating chiefly upon sand-bars, removing snags and overhanging trees. The Rock Island Rapids² have been improved by excavating a channel so as to give a width of two hundred feet and a navigable depth of four feet at extreme low water, and a canal 6.7 miles in length was constructed at Keokuk Rapids. This canal is from two hundred and fifty to three hundred feet in width, with a minimum depth of five feet. The act of Aug. 2, 1882,³ appropriated two hundred and fifty thousand dollars for continuing the improvement of the Mississippi River from St. Paul to Des Moines Rapids, and thirty thousand dollars for the construction of a dry-dock at the Des Moines Rapids Canal, and thirty thousand dollars for improving Des Moines Rapids Canal. "The widening of the channel at Rock Island,"⁴ said a committee of St. Louis business men in a letter to a committee of Congress, "the completion of the canal at Des Moines, the construction of the wing-dams before alluded to, the removal of wrecks and snags, and the construction of the Fort St. Philip Canal would, we believe, result in the utilizing of this great waterway from St. Paul to New Orleans, and reduce the cost of transportation to a uniform cost not exceeding the lowest average as shown by the tables of freight accompanying this report. In the opinion of this committee, the removal of wrecks and snags between St. Louis and New Or-

leans is of vital importance to the commerce of the river. Wrecks between St. Louis and Cairo, sunken many years ago and forgotten, are so numerous that, from the extra hazard they present, our rate of insurance is not only increased upon boat hulls and cargoes, but steamers with thin hulls and light draught are refused insurance at any rate. It is necessary, therefore, to construct much stronger and more expensive hulls, and necessarily of deeper draught, than would be acceptable to underwriters were these wrecks and snags removed." The opinions of these leading commercial men, as well as the reports of engineers, at length created so strong a public sentiment in regard to the improvement of the Mississippi River that Congress, by the act of June 18, 1879, created the Mississippi River Commission, to examine and report such plans, specifications, and estimates as would render the river, when the work was completed, fully equal to the demands of commerce. For the commencement of this great work there was appropriated by the act of August, 1882, the sum of \$4,123,000 for the improvement of the Mississippi River "from the head of the Passes to Cairo," and \$600,000 for improving the river "from Cairo to the Des Moines Rapids." The estimates of the cost of the various improvements of the Mississippi and its tributaries, made by the Merchants' Exchange of St. Louis, amounted to \$16,010,000, and are supposed to cover the entire cost of the radical improvements of these rivers, with the exception of the Ohio.

The improvement of the latter river so as to secure a uniform depth of six feet at low water from Pittsburgh to Cairo has long been recognized as being demanded by the vast interests that line the banks of that mighty stream. The length of the river between those points is nine hundred and twenty-seven miles. Six States border upon it, viz.: Pennsylvania, West Virginia, Ohio, Kentucky, Indiana, and Illinois, and the territory drained by it embraces 214,000 square miles. W. Milnor Roberts, in 1868, estimated the value of the commerce of the cities and towns on the river at \$1,623,000,000. The coal and other mineral interests are of immense value and importance. The coal area embraces a territory of 122,000 square miles, and the shipments of coal by the river in 1873 amounted to 60,000,000 bushels, or 2,300,000 tons. Almost all the coal consumed in the cities, towns, and country bordering on the Mississippi River and its navigable tributaries below St. Louis, consumed by steamers on the Mississippi River, and to a great extent by ocean-steamers from New Orleans, is shipped on the Ohio River. During a single rise in that river forty-six fleets, composed of three hundred and sixty-

¹ River and Harbor Bill.

² In 1836, Lieut. R. E. Lee was in charge of the improvements, and continued work thereon until 1839. No appropriation was made from 1839 to 1852, when, under an appropriation by Congress, the work was intrusted to Lieut. Warren, of the topographical engineers. In 1856, Maj. Floyd was put in charge of the work, and since then it has been prosecuted under the supervision of engineers of the United States.

³ River and Harbor Bill.

⁴ Letter signed E. O. Stanard, chairman, Erastus Wells, W. H. Stone, Lewis V. Bogy, R. P. Tausey, Webster M. Samuel, George Bain, H. C. Haarstick, Isaac M. Mason, Myron Coloney, George H. Morgan, in report of Transportation Committee, page 598.

nine barges, and carrying 4,156,000 bushels of coal, started from Pittsburgh within three days.

A board of commissioners for the improvement of the Ohio River was created in 1872 by the joint action of the States of Pennsylvania, Ohio, West Virginia, Kentucky, Tennessee, Indiana, and Illinois, which presented a memorial to Congress Dec. 16, 1872, asking the general government to undertake the work, which was stated to be "not one of engineering but of finance." The difficulty which embarrasses the navigation of the Ohio arises from a descent of four hundred and twenty-six feet between Pittsburgh and Cairo, in consequence of which the current varies from one and a half to three and a half miles per hour. In 1870, W. Milnor Roberts, United States engineer, suggested a plan of improvement, the estimated cost of which was twenty-three million seven hundred and seventy-seven thousand six hundred and sixty-two dollars, and Gen. G. Weitzel, major of engineers, and W. E. Merrill, major of engineers, as a board of commissioners, appointed by the War Department April 16, 1872, reported a plan of improvement Jan. 31, 1874.¹ With the exception of the purchase of the Louisville and Portland Canal around the falls of the Ohio and making the same free, very little of any importance and nothing of any permanent value has been done towards the improvement of the Ohio River by the Federal government.

The improvement of the Illinois River was begun as early as 1836 with the construction of the Illinois and Michigan Canal, which was to extend from Chicago to the Illinois River at La Salle, a distance of about one hundred miles, but in the general financial crash of 1837 the work was suspended. The bonds issued for the construction of the canal were owned principally in England. In 1844 a proposition was made to the English bondholders that if they would advance sixteen hundred thousand dollars for the completion of the canal it should pass into their hands, and its revenue go, with what lands² the State owned,—the avails of the bonds being paid into the canal funds to reimburse the State,—to pay the bonds, interest and principal. In accordance with this suggestion the English bondholders appointed two trustees and the State one, under whose control the work remained until May 1, 1872. The original plan of building the canal was to give it an incline from the Chicago River to the Des Plaines River at Lockport, and then supply a portion of the water by pumping-works at Bridgeport, at the commencement of the canal. The city of

Chicago, under authority from the State, removed the "bench," or summit level, thus securing a constant flow of water from the Chicago River to Lockport. A distance of twenty-seven miles was thus deepened to eight feet, at a cost of about three millions of dollars. The original design of this canal was to connect the navigable waters of the Illinois River with Lake Michigan. The tolls and revenues of the canal were never sufficient to pay even the interest on the bonds, owing to the fact that the Illinois River of late years has had less water in it than when the canal was projected. Though the improvement of the Illinois River had been urged upon Congress for many years, it was not until about 1865 that an appropriation of eighty-five thousand dollars was made for that work, but very little was done under that appropriation, the money being diverted by the Secretary of War to the improvement of the Rock Island Rapids. In 1869 the Legislature of Illinois appropriated four hundred and fifty thousand dollars for the work, and in the same year Congress appropriated two millions for Western rivers, of which sum eighty-five thousand dollars was expended on this river. In 1870, Congress appropriated one hundred thousand dollars for the work. In 1873 the estimated cost of its completion was two million two hundred thousand dollars, and by the River and Harbor bill of 1882 there was appropriated one hundred and seventy-five thousand dollars for continuing the work, which is now being carried on by the general government. In addition, the further improvement of the navigation of the Illinois River is contemplated by the construction of the Hennepin Canal from Hennepin to Rock Island. The estimated cost of this work is four million five hundred thousand dollars,³ for which the River and Harbor bill of 1882 appropriated the sum of thirty thousand dollars, with, however, the proviso "that nothing herein shall be construed to commit the government to proceed with the construction of the said improvement." The improvements of this river now completed and in contemplation will form with the Hennepin Canal a continuous line of canal and slack-water navigation from Chicago to the Mississippi River, as follows:

Illinois and Michigan Canal, Chicago to La Salle...	96 miles.
Slack-water, Illinois River, La Salle to Hennepin...	19 "
Hennepin Canal, Illinois to Mississippi River.....	65 "
Total.....	180 "

The improvements of the upper Mississippi now in progress will, when completed, afford seven hundred and sixty-one miles of continuous navigation between

¹ Ex. Doc. No. 127, Forty-third Congress, First Session.

² Lands donated in 1831 by United States along the canal.

³ Mr. Utley, of the Board of Canal Commissioners of Illinois: Transportation Report, p. 234.

St. Louis and St. Paul for barges, which can pass through the Hennepin and the Illinois and Michigan Canals to the city of Chicago, thus affording competition with all railroad lines which cross the Mississippi River between St. Paul and St. Louis.

Beyond the removal of the snags by the government snag-boats, nothing has been done for the improvement of the navigation of the Missouri River. The Missouri River Improvement Association in 1881 addressed a memorial to Congress upon the subject, but it is conspicuous by its absence from the bulky volume of the River and Harbor bill of 1882.

The Fox and Wisconsin Rivers have formed an important highway for two hundred years. It was by pursuing this route that Marquette in 1673 discovered the upper Mississippi, and along these rivers the French missionaries and traders made the earliest settlements in the West. In the ordinance for the government of the Northwestern Territory, adopted July 14, 1787, it was provided that the navigable waters leading into the Mississippi and the St. Lawrence, and the carrying places between the same, should be common highways and forever free. The same provision is embodied, in substance, in the act of Congress of Aug. 7, 1789, after the adoption of the Constitution; in the act of Congress establishing a Territorial government for Wisconsin, approved April 20, 1836; in the act admitting Wisconsin as a State, Aug. 6, 1846, and in the Constitution of the State of Wisconsin. A preliminary survey of the cost of the improvement of these rivers was made by Capt. Cram, of the United States Topographical Engineers, in 1839. By the act of Congress Aug. 8, 1846, a grant of land was made to the State of Wisconsin for the purpose of improving the navigation of these rivers, and for constructing a canal through the divide, or "portage," to unite them, in which the declaration was reasserted that this channel should be free to the commerce of the United States. The State of Wisconsin, by its Board of Public Works, and afterwards by corporations duly authorized, undertook the improvement of these rivers, in the prosecution of which over two millions of dollars, including the proceeds of the sale of the lands granted by Congress, were expended. The Fox River was improved so as to pass at low water boats of four feet draught from Green Bay to Lake Winnebago, and boats of two and a half feet draught from Lake Winnebago to the Wisconsin River. Little or no work was done on the latter river.

The improvement utterly failed to meet the requirements of commerce, because it did not admit of the passage of boats from the Mississippi up the

Wisconsin River. On the Fox River the improvement aided in the development of that portion of the State,—a development which is traceable not only to the utilization of the water-power, but probably in a greater degree to the competition, although necessarily small, existing between water and rail. In 1870, Congress directed the Secretary of War to adopt such a plan for the improvement of the Wisconsin as should be approved by the chief of engineers, and authorized him to appoint arbitrators to ascertain the sum which ought to be paid for the transfer of all rights in the works of improvement then held by the corporation created under the laws of Wisconsin. The sum fixed upon was one hundred and forty-five thousand dollars. By the act of July 7, 1870,¹ Congress further directed that all tolls and revenues derived from the improvement, after providing for current expenses, should be paid into the treasury until the United States was reimbursed for all sums advanced for the same with interest thereon, after which the tolls were to be reduced to the least sum which, with any other revenue derived from the improvement, would be sufficient to operate and keep the improvement in repair. In 1871, Congress made the appropriation of one hundred and forty-five thousand dollars, and the deed of transfer was executed and delivered to the United States. Subsequently appropriations amounting to four hundred thousand dollars were made. The report of Col. Houston, then engineer in charge,² in 1873, says, "The work now in the hands of the government is different from any other work of this character, and the appropriation that was made last year (1872) is too small an appropriation to carry on the work to advantage." In the River and Harbor bill for 1882 the sum of two hundred thousand dollars was appropriated for continuing the improvement.

The efforts to improve navigation at the mouths of the Mississippi have a history running through more than a century and a half,—a history made up in large part of controversy and discussion among engineers, wherein almost every fact advanced by one was controverted by another, and every theory advocated was subsequently assailed or exploded. The vexed question has at last been definitely settled, and it is only necessary now to present in chronological order the historical facts in connection with this vast enterprise.

In 1722 the present South Pass was examined by M. Pauger, an engineer in the employ of the Western Company, and described as being "straighter

¹ Rev. Stat., Sec. 5249.

² Evidence before Committee on Transportation, pp. 229-32.

than the ancient pass, but narrower." It was added that "at the outlet of this Pass there is a bar upon which there is but nine to ten feet water, and which is about one hundred *toises* wide." According to this engineer, there was an average draught on the bar of the South Pass, one hundred and sixty years ago, of about ten English feet. From the year 1764 to 1771, we learn from Gault's map, made from the Admiralty surveys, that the depth on the bar at the Pass was from eight to nine feet English. From that time to 1838 there are no data as to the depth of water. In that year (1838) a survey was made, under the direction of the special board of United States engineers, by George G. Meade, who ascertained that "eight feet could be carried over the west and principal channel." After the Meade survey a spit of sand formed directly in the mouth of the Pass, which entirely closed up the entrance, so far as commercial purposes were concerned.

The Northeast Pass, or a branch thereof called the Southeast Pass, was in the early period of the navigation of the river the principal avenue of its commerce. But this preference was probably due rather to its position, favoring vessels from the east, than to the actual depth of water at its mouth. The earliest notices of the bars speak of the entrance to the river as if there were but one that was used by the shipping, and Mr. Ellet says "it cannot be doubted that the Southeast Pass, or the Northeast Pass (which were in fact at that day, as they were fifty years later, but two distinct channels through the shoal water at the outlet of the Northeast Pass), is the channel to which these early notices apply."¹ The following allusion to this outlet is from a dispatch from Bienville, then Governor of the province, to the French minister in 1722: "I have had the honor to inform the Council by my last letters concerning the entrance to the river, and to assure them that vessels drawing not over thirteen feet (French) could then enter at full sail *without touching*, and that it would not be difficult to render the Pass practicable for vessels of the largest size, the bottom being nothing but a soft and movable mud." Mr. Ellet adds that "Bienville would have undertaken to deepen the water on the bar if the engineers who were specially charged with such works had concurred with him in opinion upon the practicability of the enterprise." The difference of opinion among engineers which existed at that early day has continued for a century and a half, and postponed the

work until Mr. Eads forced it through by assuming all risk, and undertaking its construction upon the terms of no pay without success.

As early as 1722 the engineer, Pauger, expressed the opinion that the deposit from the river "could be broken and carried off by stopping up some of the Passes of the Mississippi, by means of old vessels sunk to the bottom, together with trees, of which a prodigious quantity descends during the two first months of the year," and he proposed a system of *dikes and brushwood* for establishing the current of the river. This plan of improvement by dikes and brushwood, suggested in 1722 by M. Pauger, was assailed as useless and impracticable by Charles Ellet, Jr., in his memoir on the Mississippi and Ohio Rivers:

"If we increase the velocity of the fresh-water currents by contracting the channel, or by stopping up the secondary outlets, we shall certainly increase the depth and velocity of the column of fresh water flowing into the gulf on top of the seawater. But *that* will not sweep out the bar. No part of the fresh water comes within eight feet of the top of the bar which it is expected to remove.

"The immediate effect of this increased force of fresh water will be to carry the upper portion of the salt water immediately below it farther out, and to transfer the place of deposit to some other point still on the bar, but nearer the sea, just as it is now transferred sometimes from above the head of the Passes, where it is occasionally found in extreme low water, to within half a mile of the edge of the gulf, to which point it recedes in common high water. But this will not prevent an under current of salt water from flowing in and an upper current from flowing out, nor will it prevent deposits from taking place at the points where the direction changes, though with the same volume of water it will change the position of that deposit."

Mr. Ellet further contended that

"while the effect of increasing the velocity of the current by contracting the embouchure of the river will not be felt in the removal of the bars, this increase of current will take place at the surface, and hence act with increased power upon the very works by which it is produced. These works must rest on foundations of loose mud, which has been deposited in the existing order of things. There is, therefore, reason to believe, at least to apprehend, that any material increase of littoral velocity would carry off this deposit, undermine the works, and consequently overthrow them."

In this opposition to what is now known as the jetty system Maj. C. W. Howell, of the United States engineers, concurred in his letter to Capt. J. H. Oglesby, president of the New Orleans Chamber of Commerce, saying,—

"The theory is attractive from its apparent simplicity, and for the same reason is the first to claim the attention of dabblers in hydraulic engineering, who either do not know, or else lose sight of the condition essential to its successful application. The principles of these conditions are two: 1. That the character of the bed and banks of the river at the point of application be such that scouring will be effected in the bed in preference to

¹ Appendix to "Memoir on Mississippi and Ohio Rivers," p. 329.

the banks; in other words, the banks must be firm enough to withstand the action of the current, and the bottom yielding enough to permit scour.

"The second condition is that there shall exist a current (littoral), passing the outer extremities of the jetties perpendicular to them, capable of sweeping to one side or the other all deposit made about the jetty-heads and tending to form a new bar outside.

"No such current has been discovered at the mouth of the Mississippi, although carefully sought. In default of it jetties would have to be built farther and farther out, not annually, but steadily every day each year, to keep pace with the advance of the river deposit into the gulf, provided they are attempted, and the attempt warranted by having the relative character of bed and bank favorable.

"For the reasons that these two conditions are not to be found at the mouth of the Mississippi, careful engineers have time and again pronounced the application of jetties at either Southwest Pass or Pass à l'Outre not worthy of a trial at government expense. If enthusiastic jetty men wish to pass from theory to practice, they can always gain consent to spend their own money in building jetties at Southwest Pass, and if they succeed in doing good they will have a fair claim on government for recompense. . . . Jetties have been attempted there, and not only reported a failure by the inspecting officer, but abandoned by Messrs. Craig & Righter, who made the attempt.¹

"The full particulars of this may be found in Ex. Doc. No. 5 H. R., 36th Cong., 2d sess. The practical experience gained by that failure, I presume, will deter the government, though it will not deter adventurous jetty men, from sinking more money in such attempts."

The "adventurous jetty men" were Capt. James B. Eads and his associates, who, as is well known, have made the jetty system a grand success. It is not necessary to recapitulate here the controversy which, in the newspapers as well as in Congress, have agitated the whole Mississippi valley concerning this method of deepening the water at the mouth of the great river.

The various modes which have been attempted of increasing the depth of the channel through the Passes have been the following :

1. Dredging. Under instructions of the War Department, Capt. Talcott attempted in 1839 to open the Southwest Pass with the ordinary bucket-drag. The gulf waves in a single storm swept in "twice as much mud" as he had taken out.

2. By rake and harrow. This method was once tried under the direction and at the expense of the government by a tow-boat association, but their efforts were equally fruitless. The channel was temporarily opened to a depth of eighteen feet, but again suddenly closed by a gulf storm.

3. In 1836 the government entered into a contract with Messrs. Craig & Righter to open a channel one thousand feet wide and eighteen feet deep, which was to be executed by closing all the Passes except those designated for navigation. The contract was abandoned.

4. In 1868-70 the government caused to be constructed a

¹ Craig & Righter built but one jetty, and not jetties, as appears from a foot-note to page 455, stating that "the contractors (Messrs. Craig & Righter) merely built one insecure jetty of a single row of pile-planks, about a mile long."

steam propeller dredge, at a cost of three hundred and fifty thousand dollars, which was placed under the command of an officer of the navy. This experiment was faithfully made, but it "failed to maintain a much greater depth of water than that which nature has prescribed as the regimen depth of the Pass." The results of this mode were at least but temporary, and to have been of any service would have had to be continued from year to year, while the labors of an entire season were liable to be destroyed at any time by a single storm.

5. By the Fort St. Philip Canal, which was strongly recommended by a majority of the board of engineers appointed by the War Department. This canal was proposed as early as 1832, since which time many surveys and reconnoissances have been made as to its proper location, expense, and commercial practicability.

A report of the United States board of engineers in 1874 favored the canal scheme and opposed the jetties, holding that the cost of producing a depth of twenty-seven feet would be twenty-three million dollars.

In February, 1874, James B. Eads proposed to Congress to open the mouth of the river, making a depth of twenty-eight feet, for ten million dollars, at the entire risk of himself and his associates, not a dollar to be paid until a depth of twenty feet was secured. The controversy created by Capt. Eads' proposition became quite warm and personal. A committee of civil engineers was appointed to investigate the question, and particularly the European jetties and their effects.

The result of their investigation was favorable to the jetties, and on March 3, 1875, the President signed the bill entering into a contract with Capt. Eads to deepen the mouth of the river. South Pass, which had previously had a depth of nine feet, was chosen, and work begun in June, 1875. By May, 1876, when very little work had been done, it was found that one million nine hundred thousand cubic yards of material had been scoured out, and that the minimum depth was 16.9 feet. Even with this showing many persons still failed to have confidence in the jetties, and stories of new bars, mud, lumps, etc., were told almost every day in the local press. In November, 1877, the dredge-boat "Bayley" was used in scouring the channel of the jetties.

A survey made Dec. 15, 1877, showed a channel twenty-two feet deep, and more than two hundred feet wide, existing from the deeper water in South Pass to the deeper water in the gulf. On this showing the first award of five hundred thousand dollars, under the contract made between Eads and the government, was paid over to him. Work was continued on the jetties in 1877 and 1878, in which year it was completed, the concrete and crib-work at the sea ends being erected.

The following table will show the depth in the

channel at ten thousand feet from East Point, the worst part of the Pass, at various times:

June, 1875.....	9.2 feet.	February, 1879.....	22.2 feet.
May, 1876.....	15 "	March, 1879.....	24.8 "
August, 1876.....	19.8 "	June, 1879.....	28 "
July, 1877.....	20.3 "	July, 1879.....	30.5 "
June, 1878.....	21.9 "		

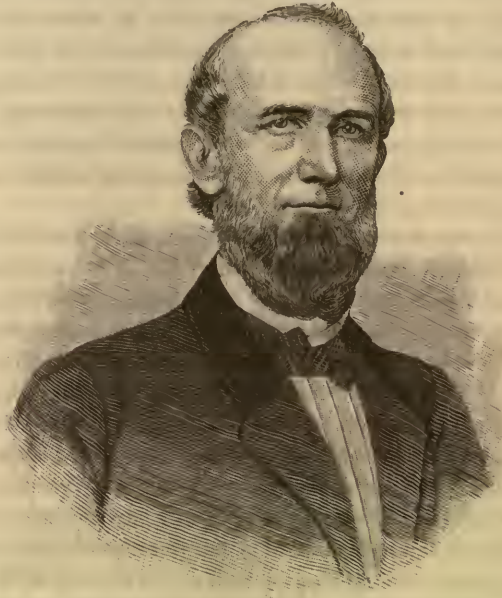
In the summer of 1881 the least depth in the channel in South Pass, not in the jetties, was 26½ feet, 97,000 feet above East Point and at Bayou Grande; and 29 feet at Picayune Bayou, and at a point 90,000 feet above East Point. At no point in the jetties proper is the depth of channel less than 30½ feet.

James B. Eads, whose name is permanently associated with three gigantic enterprises,—the building of the jetties, the construction of the gunboat fleet at St. Louis during the war, and the crection of the great bridge across the Mississippi,—may justly be regarded as one of the foremost engineers of his day, and it is quite within bounds to say that no man has ever surmounted greater mechanical difficulties or wrested a larger measure of success from doubtful and hostile conditions. Two of the three great experiments whose practicability he so signally demonstrated may be classed among the wonders of the age, for it is a matter of history that the construction both of the Mississippi bridge and jetties was regarded by leading engineers and scientific men as impracticable, dangerous, and altogether beyond the limits of reasonable calculation. With that unbounded faith in the correctness of his own judgment and that indomitable courage and endurance which have ever been recognized as the first essentials to success in all great undertakings, Capt. Eads maintained his position in the face of criticism, detraction, personal abuse, and determined professional hostility working through various channels, and at last, by sheer pluck and persistence, fully vindicated the soundness of his views and covered his critics with confusion.

Capt. Eads was born in Lawrenceburg, Ind., May 23, 1820, and his early education was acquired in the schools of Louisville and Cincinnati. Before he had succeeded in mastering the rudiments, however, his father experienced reverses which necessitated his withdrawal from school, to which he never returned. At a very early age he developed a taste for mechanics and a fondness for experimenting with machinery, which was afterwards to become the ruling passion of his wonderful career. Among the anecdotes related of him is one to the effect that when only nine years old, having embarked on an Ohio River steamboat, he exhibited such an intelligent interest in the engine

that the engineer volunteered to explain to him the details of its mechanism and operation, finding in him an absorbed and quickly responsive pupil. Four years later the boy was able to construct a miniature working steam-engine without assistance.

In September, 1833, when only thirteen years of age, he arrived in St. Louis under very unpropitious circumstances, the steamboat on which his father



James B. Eads

with his family had embarked to seek a home farther West having been burned, thus rendering the family destitute. In order to contribute something to the common fund, young Eads sold apples on the street, and succeeded not only in providing for his own support but also in assisting his mother. After a while he obtained a position with a mercantile firm, the senior partner of which, Barrett Williams, having discovered his mechanical tastes and aspirations, gave him free access to his library, where he eagerly embraced the opportunity to study mechanics, machinery, and civil engineering. After spending some time in this occupation he obtained a position as clerk on a steamboat, which he retained two years, and during this period obtained a valuable fund of information concerning the great river whose restless current he was afterwards to bridle and control at will. In 1842 he entered into a partnership with Case & Nelson, boat-builders, for the purpose of recovering steamboats and cargoes which had been wrecked or sunk

in the river. At first the operations of the firm were limited, their machinery and appliances being very primitive and quite inadequate to the work which they undertook to perform. Such were the energy, versatility, and industry of Capt. Eads, however, that the business rapidly expanded, until, in the space of about ten years, it extended the entire length of the Mississippi, and the property of the firm had increased to half a million dollars. In 1845, Capt. Eads severed his relations with Messrs. Case & Nelson and established a factory for the manufacture of glassware. To Capt. Eads belongs the credit of having made the first glassware west of the Mississippi. The enterprise not proving remunerative, however, he returned to his old business of recovering steamboat property, etc., from the river.

In the winter of 1855-56, Capt. Eads submitted to Congress a proposition to keep the Western rivers open for a term of years by removing all obstructions and keeping the channels free. A bill embodying his proposal passed the House of Representatives, but was defeated in the Senate. In 1857 he retired from active business on account of ill health, but on the breaking out of the war his large and varied experience in navigating the Mississippi and its tributaries, his thorough knowledge of those rivers, his immense industry and energy, and his almost intuitively sound judgment were promptly placed at the disposal of the Union government. While a staunch supporter of the war measures of the Lincoln administration, Capt. Eads by no means approved the enforcement of harsh and arbitrary measures of coercion, and, as elsewhere narrated, at a crisis when peculiar courage was required to assume such a position, took strong ground against the levying of contributions on Southern sympathizers, and headed a movement for raising a fund to take the place of that which the military authorities had determined to exact from alleged friends of the Confederacy in St. Louis. When the government took into consideration the feasibility of forming a gunboat fleet on the Mississippi, Capt. Eads was summoned to Washington for consultation, and in pursuance of his advice the construction of a number of ironclads was undertaken. Capt. Eads received the contract for building the first seven of these vessels, and accomplished the gigantic task with conspicuous ability and success. His labors in this connection have already been fully set forth in this work in the chapter on the civil war.

Capt. Eads' next great feat was the construction of the bridge across the Mississippi. He was the originator and creator of this vast enterprise, and as its chief engineer personally superintended the prosecution

of the work,—a work attended by innumerable difficulties, delays, and embarrassments,—which he conducted to a triumphant consummation by the steady and persistent exercise of his rare energy and indomitable will.

Even when most actively engaged with the multifarious duties of this grave trust, and weighted down with its responsibilities, he found time and thought to give to the important problem of securing a sufficient depth of water at the mouth of the Mississippi for vessels of the largest draught. After long and mature deliberation he came to the conclusion that the only practicable method of securing this object was by an elaborate and costly system of jetties, which he defines as being "simply dikes or levees under water, . . . intended to act as banks to the river to prevent its expanding and diffusing itself as it enters the sea. It is a notable fact that where the banks of a river extend boldly out into the sea no bar is formed at the entrance. It is where the banks or *faucis terræ* (jaws of earth) are absent, as is the case in delta-forming rivers, that the bar is an invariable feature. The bar results from the diffusion of the stream as it spreads out fan-like in entering the sea. The diffusion of the river being the cause, the remedy manifestly lies in contracting it or in preventing the diffusion."

In 1852 a board of engineers composed of Maj. Chase and Capts. Barnard and Beauregard, of the army, and Capt. Latimer, of the navy, recommended that in order to increase the depth of water at the mouth of the Mississippi the process of stirring up the bottom of the river by suitable machinery be tried, and that if this failed, dredging by buckets be employed. If both failed, they recommended that jetties be constructed at the Southwest Pass, to be extended annually into the gulf as experience should show to be necessary. Should it then be needed, they advised that the lateral outlets should be closed, and, finally, if all these expedients failed, that a ship-canal might be resorted to.

Dredging, as we have seen, was tried without success, and repeated experiments with other plans resulted in nothing until, in 1875, Capt. Eads began the construction of his jetty works, the contract having been awarded to James Andrews & Co. within two months after the passage by Congress of the act authorizing the experiment. On the 23d of March, 1875, a complimentary banquet in honor of Capt. Eads was given by leading citizens of St. Louis at the Southern Hotel, at which the mayor of the city presided. In the course of an address on this occasion Capt. Eads said,—

"If the profession of the engineer were not based upon exact science, I might tremble for the result, in view of the immensity of the interests which are dependent upon my success. But every atom that moves onward in the river, from the moment it leaves its home and crystal springs or mountain snows, throughout the fifteen hundred leagues of its devious pathway, until it is finally lost in the vast waters of the gulf, is controlled by laws as fixed and certain as those which direct the majestic march of the heavenly spheres. Every phenomenon and apparent eccentricity of the river, its scouring and depositing action, its curving banks, the formation of the bars at its mouth, the effect of the waves and tides of the sea upon its currents and deposits, are controlled by laws as immutable as the Creator, and the engineer needs only to be assured that he does not ignore the existence of any of these laws to feel positively certain of the result he aims at. I therefore undertake the work with a faith based upon the ever constant ordinances of God himself, and so certain as He will spare my life and faculties for two years more, I will give to the Mississippi River, through His grace and the application of His laws, a deep, open, safe, and permanent outlet to the sea."

That this prediction of Capt. Eads, so confidently uttered, was no empty boast or over-sanguine declaration has been amply demonstrated by the magnificent success which has crowned his labors. At the present time the largest ocean vessels sail in and out the mouth of the river without danger or difficulty, and to the energy, skill, and wonderful prescience of James B. Eads is due the completion of a work of improvement which has already contributed immensely to the prosperity of the Mississippi valley.

Capt. Eads' fertile brain is never at rest, and is constantly employed in devising great enterprises. Of these the most conspicuous in recent years is a plan for the construction of a railway for the transportation of ships across the isthmus of Panama, thus obviating the necessity for the proposed ship-canal,—a scheme which he has advocated with characteristic ardor and great ability, and which is still fresh in the public mind. In the summer of 1875 the *Scientific American* suggested his name as a candidate for President of the United States, and the nomination was indorsed by a number of leading journals throughout the country as being that of a man whose genius, experience, and wonderful achievements eminently fitted him for so exalted a station. Capt. Eads, however, has no political aspirations, and can well afford to rest content with the laurels he has earned.

In 1845 he married Martha N., daughter of Patrick M. Dillon, of St. Louis (who died in 1852), and subsequently his present wife, Mrs. Eunice S. Eads. He has five daughters, three of whom are married respectively to John A. Ubsdell, of New York, and Estill McHenry and James F. How, of St. Louis.

In recognition of his achievements in his profession the Missouri State University conferred the degree of

LL.D. on Capt. Eads, and the St. Louis Academy of Sciences twice elected him its president. Besides these positions he has filled many other offices of trust and honor in various important corporations, among which may be mentioned the National Bank of the State of Missouri, the St. Louis, Kansas City and Northern Railway, the St. Charles Bridge Company, and the Third National Bank.

In St. Louis Capt. Eads enjoys the universal respect and esteem of the community, which is justly proud of one whose career has been almost without a parallel in this country, and whose success in the face of herculean difficulties has extorted the admiration of even his opponents.

The Harbor of St. Louis.—Almost coincidently with the arrival of the first steamboat at St. Louis in 1817 a sand-bar formed in the bend at the lower end of the town, which gradually extended up as far as Market Street, making a naked beach at low water. Another bar soon formed in the river at the upper end of the city, west of Bloody Island. Thus, at the very outset of the commercial progress of St. Louis, the current of the Mississippi, cutting deeper and deeper into the American Bottom on the eastern side of Bloody Island, was threatening the city with the diversion of its channel to the east side of the island, leaving St. Louis "high and dry," with a sand-bar in front of it.

In this crisis it was generally predicted that the city would amount to nothing in a commercial point of view, and the timid refused to make investments in real estate, fearing that the town would be left without the facility of availing itself of the benefits which the new steam system of navigation promised.¹

¹ "Pursuant to the notice given by the Board of Aldermen, November 20th," says the *Republican* of Dec. 4, 1832, "a large number of our most respected citizens assembled last evening, at an early hour, in the city hall, to consider the propriety of taking measures for the removal of the sand-bar in front of the city. The meeting was called to order by Mr. P. Ferguson, and on motion, Thornton Grimsley, Esq., was called to the chair, and Nathan Ranney was appointed secretary.

"The meeting was addressed in a plain and lucid manner by the following gentlemen: Hon. James H. Peek, P. Ferguson, Mr. Tabor, A. L. Maginnis, Mr. McKee, J. F. Darby, W. K. Rule, R. Simpson, and Thomas Cohe, when a report of a committee previously appointed by the board of aldermen to examine the channel of the river was called for and ordered to be read.

"On motion of J. F. Darby, seconded by R. Simpson, it was resolved that a committee of seven gentlemen be appointed to draft resolutions expressive of the sense of this meeting, whereupon the chair named the following gentlemen to constitute the said committee: A. L. Maginnis, Gen. Bernard Pratte, James Clemens, G. Paul, A. Gamble, G. Morton, and J. F. Darby, Esqs.

In 1833 the city authorities, becoming alarmed for the commercial prosperity of the city, undertook the removal of the sand-bars, and with that view employed John Goodfellow to plow them up with ox-teams and plows, thus loosening the sand, which high water was expected to wash away. The idea was suggested by Col. Thomas F. Riddick, and the means were supplied by Gen. Bernard Pratte and some other wealthy citizens. About three thousand dollars was expended in the plowing process without making any impression upon the sand-bar.

Steamboats had grounded, and could not land as high up as Olive Street, and daily indications were given that the river would ultimately sweep around to the eastern side of Bloody Island and leave the Missouri shore.

The mayor of St. Louis in 1835 was John F. Darby, who, fully realizing the danger that threatened the present and future welfare of the city, induced the Board of Aldermen to petition Congress for aid to improve and construct the harbor of St. Louis. The representative of St. Louis in Congress at that time was Gen. William H. Ashley,¹ who by constantly urging the committee of the House of Representatives to which the petition was referred, of which Patrick Henry Pope, from the Louisville, Ky., district was chairman, finally secured the reporting of a bill recommending the improvement of the harbor, and appropriating one hundred and fifty thousand dollars for that purpose. Col. Thomas H. Benton, then in the United States Senate, hampered and hindered by his

"After the committee had retired for a short time it returned, and submitted the following resolutions, which were unanimously adopted:

"1. *Resolved*, That in the opinion of this meeting the increase of the sand-bar opposite this city would be alike injurious to its health and commercial prosperity.

"2. *Resolved*, That in the opinion of this meeting the course pursued by the corporate authorities of this city for the removal of the grievance complained of is justly deserving of and hereby receives its decided support, and that this meeting cordially approve of the city authorities effecting said removal by procuring funds for such object, whether by loan or otherwise, and that they also concur in requesting the corporate authorities to solicit the aid of the State and general government therefor."

¹ Gen. Ashley was warmly attached to the people of St. Louis, where he had lived so long and had so many devoted friends. This circumstance gave great encouragement and hope. His daring adventures, perils, and enterprises in the Rocky Mountains, whereby he had accumulated great wealth, the elegance of his entertainments at Washington, and his gentlemanly bearing, all had given him a position of commanding influence, and made him one of the most popular men in the House of Representatives; and although he was no speaker himself, his pleasant demeanor and his genial manner were so winning, that a dozen members of eloquence and ability on the floor were always ready to spring to their feet and advocate his measures.

allegiance to the Democratic party, which, since Gen. Jackson's veto of the Lexington and Maysville road bill, had opposed all internal improvements by the general government, could not very zealously advocate the bill for the improvement of St. Louis harbor, though he offered no opposition to its passage.²

The work of preserving the harbor of St. Louis was to be done under the supervision of Gen. Charles Gratiot. Mayor Darby immediately opened correspondence with Gen. Gratiot, urging him to visit St. Louis and examine the harbor. This visit was made, and the river fully examined. Gen. Gratiot was introduced by Mayor Darby to the Board of Aldermen, on which occasion the Hon. Wilson Primm, then president of the board, addressed him in happy terms, alluding to his association and connection with the city and its inhabitants.

Gen. Gratiot, immediately upon his return to Washington, sent Lieut. Robert E. Lee to St. Louis, charged with the immediate supervision of the work of preserving the harbor. This was in 1837, and the work was continued by Lieut. Lee, with Henry Kayser as his assistant, until 1839, when the appropriation made by Congress was exhausted.

In December, 1837, Lieut. Lee wrote as follows concerning the St. Louis harbor:

"The appropriation for the improvement of the harbor has for its object the removal of a large sand-bar occupying, below the city, the former position of the main channel of the Mississippi, which, gradually augmenting for many years, has now become an island of more than two hundred acres in extent, and reaching from the lower part of St. Louis to two miles below. The extensive shoals formed around its base extend on the east to the middle of the river, and connecting with the mainland on the west afford at low water a dry communication between. A flat bar projects from the upper end to the foot of Bloody Island, opposite the town, which at low stages of the river presents an obstacle to the approach of the city, and gives reason to apprehend that at some future day this passage may be closed. This is rendered more probable by the course of the river above. The united waters of the Missouri and Mississippi for some miles below their junction sweep with great velocity along the Illinois shore, where they are deflected to the other side. The

² In 1847, Col. Benton wrote a letter to the St. Louis delegation to the Chicago Internal Improvement Convention, defining his position upon the question of internal improvements, saying, "I have always been a friend of that system, but not to its abuses; and here lies the difficulty, the danger, and the stumbling-block to its success. Objects of general and national importance can alone claim the aid of the Federal government; and in favor of such objects I believe all the departments of the government to be united. Confined to them, and the Constitution can reach them and the treasury sustain them; extended to local or sectional objects, and neither the Constitution nor the treasury could uphold them. National objects of improvement are few in number, definite in character, and manageable by the treasury; local and sectional objects are innumerable and indefinite and ruinous to the treasury."

main body, passing west of Cascarot (now Cabaret) Island, joins with the lesser portion at its foot, and the whole is compressed in a narrow gorge (opposite Bissell's Point). Spreading out in the wide area below, the main current still keeps to the Missouri shore, while a large part of the river directed toward the Illinois side is fast wearing away its bank and cutting out a large channel east of Bloody Island. . . . The two channels again uniting at the foot of Bloody Island, the whole body of water sweeps down the Illinois shore, and, its velocity becoming again increased by the narrowing of its bed, the abrasion of its bottom recommences, all the deep water being here on the Illinois side and all the shoal on that of Duncan Island. . . . But in order to arrest the wearing away of the eastern bank of the river and to protect the Illinois shore, it will be necessary to divert from it the force of the current. This may be done by running a dike from above the small slough on that side, parallel with the western shore, sufficiently far to throw the water west of Bloody Island. . . . The same effect would be produced by throwing a dam across directly from the head of Bloody Island to the Illinois shore. . . . In addition to these works, the head of Bloody Island will have to be protected, from its head to the centre, so as to secure it from the action of the current."

The report also recommended a dike extending down stream from the foot of Bloody Island. In the following year Capt. Lee reported the commencement of the work, and said that, with the small part of the work actually completed, about seven hundred feet of Duncan Island had been washed off.

The work under Lieut. Lee during two years turned the current of the Mississippi back to the Missouri side, washed out the sand-bars, and deepened the water in the harbor, but dikes were required to be built to preserve and protect what had already been accomplished.

Dr. William Carr Lane succeeded to the mayoralty of St. Louis in 1839, and the city authorities, without assistance or aid from any quarter, continued the work in the improvement of the harbor under the direction of the able assistant of Lieut. Lee, Henry Kayser. But they were harassed and annoyed by injunctions of certain parties in Illinois; and the mayor and some of his subordinates were indicted on account of the work being done on the Illinois shore by some of the public functionaries of that State, from which, so long as the work was under the direction of the general government, they were exempt. Still the work in the face of all these trials progressed.¹

¹ In 1846-47 the St. Louis authorities and the owners of the land on the Illinois side projected a dike, and agreed to extend it from the west side of Bloody Island to the main Illinois shore near where Vaughan's dike now is. It was begun in 1847, and prosecuted at great expense, which was borne exclusively by St. Louis.

In September, 1848, Governor French, of Illinois, directed the State's attorney at Belleville to ask the court there for an injunction against the work on the dike, which was yet incomplete. The injunction was asked and granted on the ground of the invasion by St. Louis of the State rights of Illinois.

An appeal was taken by St. Louis to the Supreme Court of the

In 1840, Mr. Darby was again elected mayor, and the work on the harbor was continued by the city government. The application was renewed to Congress for aid in behalf of the city, for further appropriations to continue the harbor improvements, but without success. The work was continued by the city for about fifteen years, under the supervision and management at first of Henry Kayser, and subsequently of Gen. S. B. Curtis.

In 1844, Capt. T. J. Cram, United States Corps of Topographical Engineers, wrote as follows of St. Louis harbor:

State of Illinois. That tribunal having expressed the opinion at its December term in 1848 that not the judiciary but the Legislature could properly determine what the interest of the State of Illinois required in the premises, the Legislature of 1848-49 was appealed to by St. Louis, in the celebrated case *Illinois vs. St. Louis*. In January, 1849, a joint resolution was passed authorizing the city of St. Louis to construct a highway over the dike then in progress of construction. The work was at once resumed, and progressed until June, 1851, when the dike and road, made of stone and earth, near completion, were swept away by the flood of that year. After the water abated, however, in the fall of 1851, one-fourth of a mile north of the site of the first dike and nearly parallel, another, the present dike, was projected. It was laid out by L. M. Kennett, mayor of St. Louis, and the city engineer, Gen. Curtis. It was finished in 1856, in the same status in which it now is. Its cost was one hundred and seventy-five thousand dollars. The land belonged to the Wiggins Ferry Company.

Thus the channel on this side was stopped, and by the increased volume and velocity of the St. Louis channel, Duncan's Island was removed therefrom, and the port of St. Louis restored.—*History of East St. Louis*, by Robert A. Tyson, page 28.

The *Republican* of March 24, 1852, speaking of Duncan's Island, said,—

"This bone of contention between this city and a number of claimants is about to be lost among the things that were. Some two years past the tongue of land from Duncan's Island reached as high almost as Market Street, and while the Levee about that point had become perfectly inaccessible to boats, the sand continued still to accumulate and the island to extend upwards. Every one can call to mind the apprehended total ruin of the South Levee from this cause, and property-owners in lower St. Louis know best the disastrous consequences which such damages would have involved. The dikes and other works about Bloody Island have effected a thorough change in the river at that locality. Duncan's Island having been curtailed materially of its proportions, has become almost unrecognizable. Two or three days since we strolled along the Levee, witnessing the vast and costly improvements which have sprung up on every side. We were surprised to see the head of Duncan's Island entirely washed away and its uppermost limits removed somewhere opposite the gas-works. A large body of water fills the slough, still washing away the island on its west side, while the main current of the river, which strikes directly against the head, is carrying it away at the opposite east side. The river along the whole southern landing is more than deep enough for the largest class of steamers. Whatever may be said of the works in our harbor, the owners of property in South St. Louis have had material cause to know their efficiency in averting a great evil, for which nothing could have repaid them."

"In so far as the general natural main tendencies of the direction and force of the currents in different reaches of the river are being exerted, that portion of the river represented on the chart west of Bloody Island and forming the harbor of St. Louis, I regret to say, must be regarded in the condition of fast becoming a mere slough. . . . In the last six years, since the survey of Capt. Lee was made, the abrasion east of Bloody Island has been such as to wash away a strip three hundred feet wide and fifty feet deep. . . . It appears that in 1839, 1840, and 1841 an extent of nine hundred and twenty-five feet of the dike recommended by Capt. Lee was constructed, extending from the foot of Bloody Island, in order to wash away the bar, costing about forty-six thousand dollars, when the work was stopped for want of funds and left to its fate, before it had been carried to one-half of Capt. Lee's estimated cost. Of all the piles that were driven, only forty-two could be found standing in November, 1843. The work seems to have been constructed by driving two rows of piles from twenty to forty feet apart and distant in the same row from each other six to ten feet, and the space between the rows of piles filled with brush and stone, battened from the piles outwards, one foot in three. The idea of a dam directly across from the head of Bloody Island to the Illinois shore seems to have been abandoned, and the oblique dike commenced starting from the Illinois shore near Venice, and extending in the direction as recommended in Capt. Lee's report. The funds for this work were furnished by the city of St. Louis, and executed at a cost of sixteen thousand dollars, exclusive of machinery. Commencing at the upper extremity of this work, about twelve hundred feet have sunk four and a quarter feet below its original level or been swept away by ice and drift or by the force of the current. There for an extent of eleven hundred feet it has either been swept entirely away or sunk eleven feet below its original level. In the next reach of four hundred and thirty-five feet it has either been swept away or sunk nine and a quarter feet. In all the remainder of the work, twelve hundred and sixty-five feet, quite to its lowest extremity, where it extended into the strongest part of the current, it must have been swept away or sunk fifteen feet below its original level. Throughout the whole of this dike there are but few piles found standing. The city has also expended about eleven thousand six hundred and seventeen dollars in the construction of cross-dikes of stone, thrown without piles or brush, to protect the west bank of Bloody Island from abrasion. It is observable that in most of these cross-dikes, which were extended from the shore perpendicular to the thread of the stream, the water has cut into the bank on their down-stream sides, in virtue of a current setting along the lower face of the dike directly into the bank. Also the bed of the stream has immediately below the dikes been made deeper by the plunge of water passing over their summits, as is always the tendency under the fall over a waste weir."

Capt. Cram quotes from the reports of Capt. Lee, in 1840, to show what had been the effect of the work begun in 1837. The report said,—

"The pier on the Illinois shore (*i.e.*, from Venice south) has served to throw the main body of water west of Bloody Island, which has cut a broad and deep channel through the flat shoal that extended from the head of Bloody Island to the Missouri shore. As this channel enlarges that east of the island diminishes, and between the pier and head of Bloody Island is becoming more and more shoal. The pier from the foot of Bloody Island confines the water to the Missouri shore, and directs the current against the head of Duncan Island. A large portion of the head and eastern face of this island has been washed away during the past year. The deep water now extends close to it,

and admits the largest boats to the lower wharf of the city. The depth of the river on the Illinois side is diminishing. . . . Both piers, however, require to be finished. The upper ought to be strengthened and extended down the river and the lower completed."

The appropriations recommended, however, were not made, and the work went to pieces. Capt. Cram says (1844),—

"Had ample means been appropriated and expended according to the views of that officer, in all probability the harbor would have needed little more, except to fill up for the subsequent settling of the work, the damage occurring from ice, abrasion, and driftwood. These would have cost considerably more than generally supposed, but I think that plan, if pursued to completion and to have been successful, would ultimately have resulted in a completely connected work, extending from near the foot of Kerr's Island quite to the head of Bloody Island, then along the west shore of that island by a revetment to connect with the dike, making two miles of dike-work, one mile of revetment, and nine hundred and twenty-five feet of dike." . . .

The report of the city engineer in March, 1846, stated that in 1842 the lower part of the harbor was so obstructed by bars that the ferry-boat was compelled to land at the foot of Vine Street. In the winter of 1845-46, although the water was two feet lower than had ever been known before, the boat could use her landing at the foot of Market Street, showing a decided improvement instead of impairment of the wharf front, as had been charged by parties hostile to the plan of the city extending the dikes at Hazel and Mulberry Streets. He further said,—

"The improvement of the harbor requires, first, a regular shore on the Missouri side, which in time will be afforded by the improved Levee; second, a regular and nearly parallel shore on the Illinois side; third, regulation of the bed of the river above the city so as to direct the water into the channel under favorable conditions. The first is the work of the city, the latter two are and should be in the hands of the United States."

Congress at this time seemed entirely willing to make what at that time would have been considered liberal appropriations for the harbor of St. Louis and other public works, but all bills of this character were consistently vetoed by President Polk. As a result of the vetoes the question of internal improvements became a political issue of no little importance in the Northwest and West. Additional appropriations being unobtainable, inquiry was made as to what had become of the unexpended appropriation of 1844. From all that can now be ascertained the balance, twenty-two thousand seven hundred and nine dollars, was never expended.

The controversy, already alluded to, with the Illinois authorities in regard to the river-front of East St. Louis being happily ended by the joint resolution of the Illinois Legislature, the construction of the dike

opposite Duncan's Island was resumed in the spring of 1851. The river was then five thousand two hundred feet in width opposite the lower part of the city, and it was proposed to narrow it to eighteen hundred feet. In 1852, chiefly as a result of the efforts to close Bloody Island chute, which had not then fully succeeded, the east side had been removed until the island extended but five hundred feet east of the proposed wharf line. A small strip of the island was joined to the main land by cross-dikes in 1852-53.¹

From that time and up to 1866 the chute west of the island was unnavigable. In 1866 the city engineer advocated straightening the river from the city to Carondelet by a front line passing through the island. About this time the west chute became the main channel, and the wharf line was left as established in 1864 to the then city limits at Keokuk Street. As this line ended seven hundred and fifty feet from the shore, its adoption involved the widening of the chute by washing away the west side of the island. Several small spur-dikes were pushed out from the Missouri shore behind the island previous to 1858, but not far enough to exert any controlling influence during the time when it was uncertain which plan would finally be adopted. After the extension of the city in 1870, absorbing the old town of Carondelet, the extension of the line in front of the newly-acquired territory was brought forward, and a project submitted by the city engineer accepting the line as then established by ordinance, nearly in the middle of the channel, affording an opportunity to make many blocks of ground.

The project of making the west chute the permanent channel was acquiesced in by all. The board of engineers in their report of April 13, 1872, had indorsed it to the extent of saying by implication that the United States should close the eastern channel if observation showed danger of the river leaving the channel to the west. Before this proposed extension of the wharf line was formally laid before the City Council, an ordinance was passed ordering the construction of a dike at the foot of Bryan Street. As no necessity was apparent for this dike, it is not unreasonable to suppose that it was moved and passed with a view chiefly to commit the city to the proposed

line. Work on this dike was prosecuted so vigorously that the first intimation of its commencement to many was the complaint made by boatmen that the channel was obstructed, but the work had progressed far enough to cross the main channel, which had been along the main Missouri shore. The work being done in the spring, or at the season when the general tendency of the river is to rise, the conditions were unfavorable to the ostensible purpose of the dike, which was to compel the washing away of the west side of the island.

As the stage of water afforded a free discharge of the obstructed water by way of the eastern chute, that channel was deepened, and eventually became the main channel.

Growing out of the discussion which followed the return of the channel to Cahokia chute, an urgent demand for the closure of that chute was made by all parties interested, for once all agreeing in desiring this action, and a survey was made by United States engineers in the summer of 1874, with special reference to this matter. The construction of a dam across Cahokia Creek was authorized by Congress. The act of Congress making appropriations for this dam specifically limits it to a low dam, although it was clearly stated in the report that as such it would necessarily fail to accomplish all the requirements of the case.

Very little has actually been done towards the permanent improvement of the harbor below the arsenal. The plans contemplate considerable reclamations of ground from the river, which must be a slow process. These proposed reclamations extend from above the arsenal to near Dover Street, from Fillmore to Stein Street, and from Stein Street nearly to Jefferson Barracks. When complete the alignment of the wharf south will be convex from Market Street to Bryan, a distance of sixteen thousand feet, and concave from there to Jefferson Barracks, thirty-six thousand feet.

On the east side of the river the corrected width is defined only at the Illinois and St. Louis Railroad dike, opposite Chouteau Avenue and opposite Marine Avenue, by the revetment of part of Arsenal Island, opposite Carondelet, by the incline of the East St. Louis and Carondelet Railroad, by the Waterloo Ferry dike and the coal-dump of the St. Louis and Cairo Narrow-Gauge Railroad. Farther down the United States dikes for the improvement of Horsetail Bar, with two thousand four hundred feet of partially-constructed training-wall, are steps toward the definition of a line extending to the head of Carroll Island.

Arsenal Island belongs to the city of St. Louis, having been purchased from the school board for thirty-three thousand dollars in 1866. It was pat-

¹ The *Republican* of Feb. 25, 1874, gives the following as the measurements of the river: "At the foot of Pine Street it is 1560 feet wide; foot of Wash Street, 1500 feet; at Biddle Street, 1500 across to Bloody Island; North Market to the main shore below the dike, 3900; Warren Street to the end of the long dike, before the government commenced work, 2380 feet wide; to the shore below the dike, 3500 feet; from Destrehan to the Venice Ferry landing, 2580 feet; from Angelica Street to Bishoff's dike, 1450 feet."

ented to the school board in 1864 by J. M. Edmunds, commissioner of the general land office at Washington. All of the land within the island previous to this time was known as "Quarantine Island," and sometimes called Arsenal Island. The total number of acres contained in the island at that time was 119.57. The deed to the city was signed by Felix Coste, president of the school board, and George M. Fitchenkamp, secretary. During the civil war the upper portion of the island was used as a burial-ground by the government. After the city got possession it was used for a smallpox hospital. Many of the old graves, not otherwise removed, were washed away by the encroachments of the river.

Going back to the surveys, the first shore line we have a record of (in 1862) was opposite the north line of the arsenal. The head of the island moved down three hundred feet by 1865, in which year the main channel was on the east side of the island. At that time one could go from the St. Louis side to the head of the island on a sand-bar during low water, from October to about March. The next survey was made in 1874, when it was found that the head of the island had moved down one thousand three hundred feet from the survey of 1865, making the retrocession of the island altogether since the survey of 1862 about one thousand six hundred feet, over one-fourth of a mile in twelve years. The survey of 1874 showed the channel to be located on the west side, between the island and the Missouri shore. The change of the channel at that time was caused by dikes built by the Cahokia Ferry Company for the purpose of making a steam ferry-boat landing at Cahokia.

The survey of this island by City Engineer John G. Joyce in 1880 shows that the head of the island has moved down four thousand eight hundred feet from the survey of 1862, nearly a mile. The channel still remains on the west side of the island. It is interesting to remark here that the dike built by City Engineer Moulton about 1867-68, at the foot of Bryan Street, diverted the channel from the west to the east side of the island, and also washed the head of the island down some three thousand feet. A correspondence sprang up about that time between the Governor of Illinois and Mayor Brown in reference to the Bryan Street dike, the Governor opposing the construction of the dike on account of the damage that would accrue to the farmers on the Illinois side in consequence of diverting the current to the Illinois shore; the result was that the building of the dike was stopped, and the general government had to erect a dike from Arsenal Island to the Illinois shore from the upper eastern shoulder of the island.

The survey of Mr. Joyce shows the acreage of Arsenal Island to be 247.32 acres. The revetment made by the United States government engineers along the west shore, extending from a little below the northern apex towards the southern extremity, with revetment and dike on the east shore, would justify the conclusion that there will be little, if any, washing away in the future; but, on the contrary, a steady increase. The dike which was built on the east side some two or three years ago, above alluded to, has already formed a sand-bar on its south and adjoining the island of some two hundred and sixteen acres, which will steadily increase by accretion. This in time will be as high as the island proper. The dike is bound to obstruct the current forever on that side, and its being built on a foundation of brushwood fastened by piling and the whole imbedded with rock, justifies the belief that it is a permanent fixture.

The improvements of the harbor of St. Louis have passed through two stages. The first, arising out of a difficulty in the way of approach to the harbor, has already been considered. This difficulty stood also in the way of all the commerce passing St. Louis, and therefore the improvement was in no proper sense a local one. The second stage dates from about 1841 or 1843, and is marked by the addition to the former difficulty of an apprehension that the harbor would be entirely lost; not only that the main channel would be to the eastward of the island, but that the Missouri shore would speedily become inaccessible to boats.

Upon the authority of Capt. Cram, it appears that the volume of water in 1843 west of the island was to that east of it as ten to six. In December, 1845, the same officer says, the quantity running into the city channel was to the quantity running into the Illinois as 1 is to 1.01. These changes rendered the closure of the chute east of Bloody Island a necessity to St. Louis, and the hope of being benefited by the misfortune of their rival accounts for the interest taken by Alton and Quincy in the matter of closing the chute much more satisfactorily than the pretended fear of injury from back-water caused by forcing the Mississippi to pass through a channel only four hundred and fifty yards wide.

In the years following the closure of the Bloody Island channel no matter of general interest arose until by the growth of the city and its trade the extension of wharf facilities was required, and a third stage in the development of the demand for harbor improvement was introduced by the necessities of the traffic across the stream, the number of persons and railroad transfers requiring that both shores should be permanently accessible at numerous points.

The central and south wharves have now plenty of water. Regarding the establishment of the present north wharf line and clearing away the bar in front of it, the report of Col. W. E. Merrill, United States Engineers, after showing that the Grand Chain dike should be abandoned, as it only made matters worse at Sawyer's Bend, has the following: "The central harbor being in good condition during the low stage, it is manifest that if we can make the northern harbor like the central we may expect the same results in it. In other words, if we can canalize this portion of the river to a sufficiently small section, giving it revetted banks, we may confidently expect a sufficiency of water. Moreover, when once this work is properly performed we need have no further apprehensions about the angle at which the river current enters the city limits. It will be forced through so narrow a channel as to make the variations of the current a matter of indifference. If we could succeed in getting the river to abandon the Sawyer Bend and to take the eastern channel by Cabaret Island we would doubtless attain our object, and a shoal extending from Venice westward would ultimately narrow the water-way to the prescribed width. But having concluded that no reliance could be placed upon any means under our control for effecting this change, it only remains to see if we cannot accomplish the same thing in a different manner. Our object will be to contract the water-way in the northern harbor so as to force the water to run in the channel which we wish, notwithstanding it comes from Sawyer's Bend. There is a permanent low-water channel already established in the northern harbor, though it is not alongside the northern wharf. Either the city must move to this channel or the channel must be made to come to the city. The former method would be more natural, and in an engineering point of view would be much preferable. Our studies have shown us that in its natural condition a river has no right lines, passing directly from a curve bending one way into a curve bending in the opposite direction. If, then, the northern wharf line were moved out to the edge of the bar and made to conform to the curve of the channel, we should have a naturally formed river from below the Grand Chain to the elevator. With shore lines thus established there would be no difficulty in making permanent revetments." After instancing a number of objections to this course, such as the abandonment of a line on which much work had been done, lengthening the sewers, damages to water-front owners, etc., the engineer's report says,—

"Under these circumstances the only course that seems left is to force the river to come to the wharf, which the city has

established. That this can be done I have no doubt, though the channel so formed will be an unnatural and, therefore, expensive one. . . . To force the water channel over to the city wharf we must drive it by a series of dikes. The dikes already constructed by City-Engineer Bisehoff will be the first of the system, the long dike extended will be the third, an intermediate dike at or near Venice Landing will be the second, and a fourth dike may be needed at the head of Bloody Island. I would recommend that they be raised to the height of fourteen feet above low water." . . .

It is upon this report of Col. Merrill that the city has based its latter-day wharf plans.¹

The present United States engineers are not so sanguine that the river can be brought to the wharf, but think the wharf must go to the river.

According to their reports, the complete improvement of the harbor of St. Louis requires, first, the fixation of the banks above the city so as to control the approach to the harbor and preserve the conditions of entrance invariable; second, the regulation of the width and depth in front of the city by regular permanent lines of definition at high and low stages.

¹ The *Republican* of March 20, 1857, speaking of the wharf, said,—

"The whole of this magnificent work, from Market Street to Loeest, has been completed and is now ready for use. Those who recollect the condition of the Levee when Mr. Kennett came into office, less than a year ago, can hardly realize the change which it has undergone. It was then a narrow, unpaved, and irregular spot, upon which business could be done only in the greatest confusion and with still greater delay. A narrow street afforded very little room for the receiving and discharging of freight, and the drays were so jammed together that it was impossible to get along. Now, thanks to Mr. Kennett's sound judgment, knowledge of the demands of commerce, and energy in carrying out his plans, he has, with the aid of the Council, built up and carried out a levee which has not its like in the United States. The work before him was enough to startle a man less bold and less confident of the ability to carry out his plans than himself. It was necessary not only to extend the wharf into the river, but also to fill up the ground several feet, and upon this a solid and durable pavement was to be laid. All this has been accomplished under circumstances of a very discouraging character. Merchants can now do their business with some comfort, the boats can discharge and receive their freight in one-half the time and in good condition, and the draymen can pursue their laborious calling without delay and without being constantly jammed against each other. For this improvement the community is indebted to Mr. Kennett. Before he came into office it was going on at a snail's pace, and upon so narrow and contracted a plan that no advantage could have been derived from it, even if it had been paved.

"If Mr. Kennett is continued in office—and the citizens will do great injustice to themselves if they do not elect him without a serious contest—seven additional blocks south of Main Street will be completed before the end of the summer, and then what a magnificent levee it will be! The work is going on as rapidly as possible; it gives employment to hundreds of men, and the sooner it is all completed the sooner the city will be able to effect a reduction in the rates of wharfrage."

"The first requires the revetment of the right bank for the whole length of Sawyer Bend, and possibly a section of the Illinois shore opposite to and above the Chain of Rocks, also the closing of Cabaret slough by a high embankment and revetment of the head of the island. Besides the work here named it is improbable that any will be required for many years upon that part of the city front above the water-works. The concave bank insures the permanent location of the channel close to the Missouri shore, and the west side of Cabaret Island is more likely to receive accretions than suffer abrasion. Therefore, unless by the growth of new interests or unforeseen expansion of those existing, a necessity should arise for deep water on the east side, this part of the river may be considered the approach to the harbor, and, except the work named, may be left to nature. The extent of bank to be revetted in Sawyer's Bend is twenty-seven thousand feet.

"The regulated canalized river harbor will begin near the city water-works, and the upper limit may be fixed at the present Bischoff's dike, which now extends from the Illinois shore to within one thousand five hundred and seventy feet of the St. Louis wharf."

By the River and Harbor Act of 1882 it is provided

"that the unexpended sums heretofore appropriated for an ice-harbor at St. Louis, Mo., be and the same are hereby transferred and appropriated, to be expended, under the direction of the Secretary of War, for the improvement of the channel of the Mississippi River opposite the city of St. Louis, Mo., by repairing and raising the low dam across the channel east of Arsenal Island, known as Cahokia chute, and by the construction of such other works in or near said Cahokia chute as may be deemed advisable to accomplish the same purpose."

The harbor of St. Louis, extending from the Des Peres River on the south to the northern extremity of the city, is nearly fourteen miles in length, of which nearly four miles are paved, and embraces an area of water of nearly five square miles.

The total expenditures for the improvement of the harbor of St. Louis from October, 1840, to April, 1869, amounted to \$1,012,551.68.

Floods in the Mississippi and Tributaries, and the Levee System.—The Mississippi River and its tributaries drain an area above and including the Red River as follows:

	Square Miles.
I. The Missouri River and tributaries.....	519,400
II. The Ohio " " " ".....	202,400
III. The Upper Mississippi River and tributaries.....	184,500
IV. The Arkansas and White Rivers and tributaries.....	176,700
V. The Red River and tributaries.....	102,200
VI. The Yazoo, Obion, and Black Rivers and tributaries.....	29,300
VII. The St. Francis River and tributaries..	12,100
Total.....	1,226,600

The rainfall over this vast extent of country has been carefully investigated, and forty inches has been fixed upon as the annual downfall, which must, of course, be carried off, either by evaporation or drainage.

Supposing, says Charles Ellet, Jr., that "from any cause,—as the tillage of the prairies, the destruction of the vegetable growth, or the better drainage of the fields,—out of the forty inches of rain, *two-fifths* of an inch, or nearly *one per cent.* of the whole, should be discharged into the Mississippi in the course of sixty days of flood over and above the present discharge. If this slight increase of the total discharge were distributed uniformly over the whole period of sixty days of high water, it would require that the channel of the river should be competent to give vent to an increased volume equal to two hundred and twenty thousand cubic feet *per second*. If this increased volume be retained in the channel by levees, these levees must be raised six feet higher than the tops of the present (1854) embankments."¹ The object of the computations by which this conclusion was arrived at by Mr. Ellet was to show how sensitive is the discharge of the Mississippi River to every variation, however inconsiderable, of the drainage of the country; and to prove that if the evaporation be slightly reduced, or the drainage slightly hastened or increased by the causes which are progressing with increasing population and the extension of cultivation, then for every *fifth part of an inch* by which the total drainage is increased in the period of high water there must be experienced an average increase of *about three feet* in the heights of the floods, unless the water can find its accustomed vents into the swamps. This statement will aid in forming some estimate of the consequences which are to spring from the extension of society over the yet unpeopled West, and the cultivation of the vast territory which is drained by the Mississippi and its tributaries, increasing the amount of water poured down the lower Mississippi, while the population of that portion of the valley is closing the accustomed outlets of the river in the extension of the levees.

A great flood is the result of a simultaneous discharge of the great tributaries which ordinarily run off successively. The high water produced by the Red and Arkansas Rivers, in the ordinary course of things, has begun to subside before that of the Ohio, Cumberland, and Tennessee comes down; and these, again, begin to recede before the upper Mississippi discharges its volume; and this, in its turn, subsides before the snows of the Rocky Mountains are melted by the tardy sun in those high latitudes, and the water has time to flow off through the three thousand miles of channel intervening between the sources of those distant streams and the head of the delta. It is a

¹ "Mississippi and Ohio Rivers," by Charles Ellet, Jr.

part of the natural order of events that these great rivers should discharge successively. But when, under circumstances over which there exists no control, the ordinary order of successive discharge is changed for a simultaneous pouring out of all the tributaries, then comes the "year of great waters," like 1785, 1811, 1823, 1826, 1844, 1858, and 1881.

The first unusual rise of the Mississippi River of which we have any account took place in 1542. In March of that year, while De Soto and his followers were at an Indian village on the western side of the "Rio Grande," as the early Spaniards called the Mississippi, which from its elevated description indicates the site of Helena, in Arkansas, there was a rise in the river which covered all the surrounding country as far as the eye could reach. In the village (represented to have been on high ground) the water rose from five to six feet above the earth, and the roofs of the Indian cabins were the only places of shelter. The river remained at this height for several days, and then subsided rapidly.

The earliest authentic account of the American Bottom being submerged is that of the flood of 1724. A document is to be found in the archives of Kaskaskia, which consists of a petition to the crown of France, in 1725, for a grant of land, in which the damage sustained the preceding year (1724) by the rise of the water is mentioned. The villagers were driven to the bluffs on the opposite side of the Kaskaskia River, their gardens and corn-fields were destroyed, and their buildings and property much injured. We have no evidence of its exact height, but the whole American Bottom was submerged. This was probably in June.

There was a tradition among the old French people many years since that there was an extraordinary rise of the river between 1740 and 1750, but we find no written or printed account of it.

In the year 1772 another flood came, and portions of the American Bottom were again covered. Fort Chartres, in 1756, stood half a mile from the Mississippi River; in 1776 it was eighty yards. Two years after, Capt. Pittman, who surveyed the fort in 1768, states,—

"The bank of the Mississippi next the fort is continually falling in, being worn away by the current, which has been turned from its course by a sand-bank, now increased to a considerable island covered with willows. Many experiments have been tried to stop this growing evil, but to no purpose. Eight years ago the river was fordable to the island; the channel is now forty feet deep."

About the year 1770 the river made further encroachments, but in 1772, when it inundated portions of the American Bottom, it swept away the land to

the fort and undermined the wall on that side, which tumbled into the river. A large and heavily-timbered island now occupies the "sand-bar" of Capt. Pittman's time, between which and the site of the fort a slough runs.

The next period of extreme high water was in 1785, during which Kaskaskia, Cahokia, and large portions of the American Bottom were submerged. Concerning this great inundation we have but meagre information. This year, however, is known in the annals of Western history as *l'année des grandes eaux*,—the year of the great waters. In 1844 it was contended by some of the old inhabitants of Kaskaskia and Cahokia, who remembered the great flood of 1785, that the water attained a greater height than in the last-mentioned year. It is certain that at Kaskaskia the water attained a greater height in 1844 than was reached in 1785. This is not predicated upon the mere recollections of individuals, but was ascertained from existing marks of the height of the flood of that year after the subsidence of the water in 1844. It was then proved that in this last-mentioned year the water rose two feet and five inches above the high-water mark of 1785. The destruction of property by this freshet was comparatively small. The mighty stream spread over a wilderness tenanted only by wild beasts and birds, and the few inhabitants then residing within the range of its destructive sweep easily escaped with small loss to the highlands. Gen. Edgar once said that in Kaskaskia the water rose to the surface of the door-sill of the house of the late Robert Morrison, but that in one place, where the court-house stood a few years since, the ground was above the water. That season the inhabitants passed by means of water-craft through the prairies and lakes from Cahokia to Kaskaskia. This flood destroyed all the crops, and did much damage about the French villages on the American Bottom.

There were high waters so as to overflow the low grounds and fill the lakes and sloughs on the American Bottom at other seasons subsequent to 1785, but none that deserve attention until that of 1811. It was in the summer preceding the "shakes," as the earthquakes were called.

This flood resulted in part from the annual rise of the Missouri, as did the ones previously noticed. The flood in the Missouri always occurs between the 15th and 30th of June, and is caused by the snows melting in the mountains at the heads of the main Missouri. In some seasons the Yellowstone, which is in a more southern latitude, pours out a flood which reaches St. Louis about the last of May or 1st of June.

In 1811 the Mississippi River commenced rising early in May, and by the 15th the water had spread over a large portion of the American Bottom. The water began to subside, and by the 1st of June was only over the banks in low places. By the 6th of June the river again commenced rising, and continued to rise until the 14th, when it came to a stand. At this time the greater part of the American Bottom was under water, and Kaskaskia, Cahokia, Prairie du Pont, Cantien, and nearly all the settlements in the bottom were inundated, and the inhabitants had fled to the high lands.

The "common fields" belonging to Ste. Genevieve were on the bottom land adjacent to the river, much of which has since been swept away, the steamboats now running over the same spot. The water entirely submerged the field, and nearly covered the growing corn. A story is still narrated by the oldest inhabitants that at the time of the flood some of the panic-stricken inhabitants waited on Father Maxwell, the village priest, to "pray away the water." It is said he gave no direct encouragement at first, until he perceived the water at a stand, when he proposed to the corn-growers to drive off the waters by saying masses for a share of all the corn they raised. The bargain was struck, the masses were said, and the waters suddenly retired from their fields. The ground was soon dry and in good order, the corn looked green, and the priest, it is said, shared in the luxuriant crop.

There was considerable destruction of property by this freshet, and a great many cattle drowned. The height attained by the water during this freshet has never been precisely ascertained. But it is believed that the flood was not so great as that during *l'année des grandes eaux*.

The flood of 1811 was much greater than any that followed until 1823, when a sudden change in the temperature after a winter when the snowfall was unprecedentedly heavy throughout the Northwest and the fall of very heavy rains caused the Mississippi to commence rising rapidly about the 8th of May, 1823. It continued to rise rapidly until the 23d of the month, when it came to a stand. At that time the water entirely covered the American Bottom, and the citizens of Kaskaskia, Cahokia, Cantien, French Village, Wood River, Madison, and other settlements had been compelled to abandon their homes and seek refuge on the bluffs and in St. Louis. The houses in the lower part of St. Louis were surrounded by water. The Levee was submerged, and the river rose to the lower room in the old store at the foot of Oak Street (then kept by John Shackford) about five feet. The

water overflowed all the low grounds about East St. Louis.¹

The loss of cattle was very great, and the farmers suffered heavily throughout the American Bottom. The high land about where that part of East St. Louis known as Papstown is now built, and *la bute à renard*, or the Fox Mound, which had escaped submersion during the flood of *l'année des grandes eaux*, were the only dry ground in the American Bottom, except some mounds whose tops were of no great extent. In this, as in the flood of 1811, there exists no means of ascertaining the height which the river attained, nor are there the means of ascertaining the amount of destruction which was accomplished by this great freshet.

The season of 1826 was characterized by tremendous rainfalls throughout the whole Northwest, and the Mississippi was very high throughout the spring from about the 15th of April. Towards the close of May the river had overflowed its banks and spread for miles over the country. By the 8th of June Cahokia, Kaskaskia, Prairie du Pont, Cantien, and the common fields of Ste. Genevieve were submerged. The loss of stock and other property was very great. The inhabitants of the "bottoms" sought refuge either on the bluffs back in Illinois or among the hills of Missouri, or in St. Louis. There is, so far as we can ascertain, no record left of the height attained this year by the water in the river. The river came to a stand on the 10th of the month, and on the 11th was falling rapidly. By the 25th the river had reached an ordinary stage,—the great flood had been lost in the vast volume of waters of the gulf.

The winter of 1843-44 was not one of unusual severity, though there were tremendous snow-storms throughout the Northwest. The winter broke up early in May, but the weather continued cool, and the spring was characterized by the severest rain-storms ever known in the Northwest. Early in the season the river began to rise, and by the 1st of May was full almost to overflowing. The population of Missouri and Illinois had greatly increased, farming had improved the soil and largely facilitated the drainage of the land. Towns and settlements had sprung up everywhere, and along the river-banks centres of population had gathered and garnered great wealth.

¹ Many of the citizens of St. Louis recollect when the east bank of the river opposite Oak Street was where the island now is, which was farther up the river and nearer the St. Louis shore. There was a village of some twenty small houses at and above where the dike joins the island, and a ferry of the French fashion (two canoes with a light platform over them) crossed the river from that village to the foot of Oak Street.

When, therefore, they saw the mighty rivers bank-full in April they were not alarmed; and when on the 3d of May the great streams began to recede, all fear passed away with the decline in the volume of the waters. But thick clouds gathered, and deluges of water were poured out over the face of the whole country.¹ Little brooks became swollen creeks, and small creeks great rivers, and little rivers great floods, all pouring into the mighty Missouri and Mississippi their vast contributions to the overwhelming waters that rose above the barriers which confined them and deluged the fairest part of the great West.

By the 10th of May the river began rising, and by the 16th the flood began to create alarm at St. Louis. The *Republican* of the 17th of May calls it "a tremendous flood," and adds,—

"The waters were coming down upon us from every quarter. The Mississippi is now as high as it has been known for many years, and is still rising. Just above Oak Street it was last evening within six or eight feet of touching the curbstone. The cellars all above the wharf are filling with water. It was still rising last evening at the rate of twelve inches in twenty-four hours, and this notwithstanding an immense volume of water is pouring over the Illinois shore. The whole of the American Bottom, from Alton to Kaskaskia, will be, we fear, submerged. The people are deserting their homes in Illinois towns."

The river continued to rise throughout the 18th, 19th, and 20th, reaching the doors of the stores on Front Street north of Pine, and extending to the Pap house on the Illinois side, a distance of two and a half miles. The merchants on Front Street had all been compelled to move their stock of goods into the second stories. The waters came to a stand on the 21st, with prospects of a decline, which began rapidly on the 23d, and continued until the river was again within its banks on the 7th of June. But the flood from the Missouri was coming down. From the 3d to the 10th of June there was a continued succession of the most terrible rain-storms ever witnessed. These tremendous rains were general throughout the Northwest. The Mississippi again commenced rising at St. Louis on the 8th of June. The rise was steady, though not alarmingly rapid. The upper Mississippi, Illinois, Missouri, Des Moines, Gasconade, Osage, Kaw, Platte, and all the tributaries were pouring out their floods.

Steadily, slowly, but inexorably the great floods from the prairies, hills, and mountains came sweeping down to the lower valleys. Before the 12th of the month the river was again breaking over the banks in places.

¹ It rained continually for ten days. According to the estimate made by Dr. B. B. Brown, the quantity of rainfall was nine inches, being a greater quantity than that of the whole of the year 1843.

By the 15th the floods began to alarm the people of the valley, and "the great flood of 1844" had commenced its devastations.

There were five hundred persons in St. Louis who were driven from their homes by this flood.²

At Bon Secour there were camped, all in open camps, one hundred and twenty-two persons. Several of these families left their homes with from four to nine children, and with less than fifty pounds of flour and a small quantity of meat.

The water covered all of Illinoistown, rose above the first story of the houses, and reached within a few inches of the height attained in the freshets of 1823 and 1826. A considerable portion of the curbstones on Water Street were covered, and the water was running into the lower stories of the houses of Battle Row, corner of Laurel Street.

All the rivers above were reported to be rising, but the principal rise was from the Missouri, said to be the June freshet from the mountains. The Missouri, the upper Mississippi, and the Illinois, and their tributaries were overflowing their banks and rising rapidly, spreading destruction and consternation among the inhabitants of the bottoms, whose losses were very great. Many of their farms were completely under water, and their crops were entirely destroyed, and their stock either carried off by the flood or scattered over the country.

The Illinois River was within six inches of the high-water mark of the great flood that occurred seventeen years before, and at Naples it had overflowed the bank and the streets were under water.

On June 17th the river was about six inches higher than the water-mark of the month before. North of Locust Street, on Front Street, and above Vine Street the water rose over the sidewalks and into many of the stores, forcing the merchants to carry their damageable goods into the second stories, and to place the remainder on shelves and counters. On the 18th the steamer "Missouri Mail" brought the alarming news of a great rise in the Missouri, which on the 13th was rising at St. Joseph at the rate of seven feet in twenty-four hours.

The whole country between Weston and Glasgow was under water. Camden Bottom was covered to a depth of six to eight feet. The officers of the "Mail"

² "Nearly all the people of Brooklyn, Venice, Cahokia, and Six-Mile Prairie and other points along the river-banks are in the city. In the vicinity of Anderson's Mill, in the upper part of the city, there are upwards of fifty families and more than two hundred persons, many of whom are destitute, and all are without shelter, except such temporary covering as they have been able to erect."—*Republican*, June 24.

spent nearly one entire day in relieving and saving those who were in danger, and the accounts they related were peculiarly distressing; quite a number of persons were missing, many of whom were doubtless lost. Cattle in large numbers were seen floating down amidst the drift, their heads only visible. Many houses were also seen floating on the flood.

The editorial of the *Republican* of June 19th says,—

“We have taken some pains to ascertain with certainty the height of the present rise in the river compared with former freshets. We have been very unsuccessful. Within the memory of many of the oldest inhabitants there have been three extraordinary freshets,—one in 1811, one in 1823, and the last in 1826. If there were any others, we have not been able to learn the particulars. The freshet of 1811 appears to have been the highest. That year the Ste. Genevieve common fields, and in fact the whole bottom, was covered with water. Boats passed with ease to and from Ste. Genevieve to Kaskaskia. There is a great difference of opinion as to the height attained by the water in 1826. Some say it was higher than now; others insist that at present the water is higher than during that year.”

On Thursday, the 20th, the Mississippi was from three to six miles wide, and in many places nine. It covered all Front Street and the sidewalk; it was over the boilers in Cathcart's mill, and the steamer “Lightner” was resting her bow against the front of Henry N. Davis' store at the corner of Front and Morgan Streets. The water was up along Battle Row nearly to the door-hatches. At J. & E. Walsh's store, corner of Vine and Front Streets, the water was up to within about fourteen inches of the locks on the doors. At the corner of Pine and Front Streets it was just up to the top of the sill of the door of Mr. Collins' warehouse. At Market Street it was between nine and ten inches below the sill of the east door of Coons & Gallagher's store. The lower part of the city, in the vicinity of Mill Creek, was all submerged. The water covered Second Street below the bridge. Mr. Stiles and most of the people in that quarter, especially along Convent Street, removed, and the communication was maintained by means of boats.

Several houses up in the direction of the dam were several feet under water. Of course all the low lands in Soulard's addition and St. George's were overflowed.

On the Illinois side everything was under water; at Cahokia the inhabitants were forced to flee to the bluffs, and several houses in Illinoistown were moved from their foundations, and some overturned.

The “Indiana,” which made fast at the door of the female academy, brought up from Kaskaskia the Sisters of Charity at the convent and the priests connected with the church at that place, and several families and such furniture as they had saved. The town was from ten to twenty feet under water. Several

dwelling-houses that were most exposed to the current of the river, together with many barns, stables, and outhouses, were swept away.

The city engineer, about twelve o'clock on the 22d, ascertained that the water was over the city directrix, the curbstone on Front Street, east of the market-house, three feet four inches. This gave thirty-four feet nine inches plumb water above low-water mark. From half-past seven o'clock on Thursday morning until half-past seven Friday evening the rise was seventeen inches. This was an immense and unparalleled rise, and can only be properly estimated when the whole width of the river is considered. In many places it was from ten to fifteen miles wide. In Second Street the water extended from Hazel to the junction of Second and Fifth Streets, being in some places from four to five feet deep. The low land in front and all the low lands between Second and Third and Fifth Streets were several feet under water.

On June 22d the editor of the *Republican*

“took a trip across the river in the row-boat ‘Ripple,’ a boat which is owned and manned by a company of young gentlemen, amateur boatmen, and had a most pleasant time of it. We left the foot of Market Street and crossed to the ferry landing. From thence we passed over several streets of Illinoistown, and to ‘Old Pap's house,’ a mile and a half from the ferry landing. Thence we rowed through a corn-field and an oat-field to the railroad, passed along it some distance and through another field to the big lake near the Pittsburgh coal-mine, a distance of about nine miles. On our return we crossed to the east side of Bloody Island, and passed round the head of the island. Everywhere we witnessed the destruction of whole crops, the year's subsistence of the farmer and his family.”

For the twenty-four hours of Sunday, June 23d, the water rose fourteen inches, and reached the climax of the flood, where it remained nearly stationary until the 28th, when it commenced receding. In order to relieve the needs of the destitute the City Council by ordinance placed one thousand dollars at the disposition of the mayor and other officers. The number encamped was as follows: At Bon Secour, 122; at Mr. Cremer's, 45; at John Cohen's, 18; at John Sharp's, 5; at Carne's, 21; at Falling Spring, 31; at Edward Hebert's, 4; at Prairic du Pont, 41; at Joseph Boismenen's, 40; at the Grand Marias Pass, 40 families.

The water continued to recede with great rapidity. By the middle of July the river had reached an ordinary stage. The weather became settled, the atmosphere void of moisture. July, August, and September proved very dry, and before the close of the season the river had reached an exceedingly low stage.¹

¹ The following interesting account of the great flood of 1844 was written in July of the same year by the late Dr. B. W. Brooks, of Jonesboro', Ill.:

The long-continued and ruinous flood of 1851 did not begin to attract particular attention until "fearful accounts of the rise in the upper Mississippi," the river being over its banks in many places, reached the

"The Mississippi, being at a good boating stage of water, commenced rising rapidly on the 18th day of May, 1844, and continued rising at the rate of from two feet to thirty inches every twenty-four hours until the first day of June, at which time it was within eighteen inches of high-water mark in the years 1811 and 1826. It then commenced falling gradually until the 10th of June, at which time it had fallen some five or six feet, so as to leave all the farms free from water, which were previously about half covered with water generally, with the exception of Jacob Treese's farm and a few others. This rise was presumed to come out of the Mississippi River. On the 11th of June the Missouri flood came down, and the Mississippi commenced rising again, and continued to rise at the rate of from one foot to eighteen inches every twenty-four hours until it inundated the entire bottom, covering every farm in it from eighteen to thirty feet, that being the depth of soundings on the road from Jonesboro' to Littleton's old ferry, and to Willard's ferry. Horses, cattle, sheep, and hogs were destroyed in vast numbers, notwithstanding every exertion was used by the benevolent and enterprising citizens throughout the county. Wood-boats, ferry-flats, canoes, and skiffs, and divers rafts or other crafts, made upon the spur of the moment, were employed in collecting and boating the stock and household property of the alarmed and distressed citizens to the high lands. Many of the citizens living near the banks on the Illinois shore fled with their families in consternation to the Missouri shore, leaving all their horses, cattle, and household effects to their fate. This latter rise and overflow of the river continued until the 29th of June, when it came to a stand, the citizens baving in a great degree made an end of removing the effects of the suffering inhabitants to the neighboring hills. On the 1st of July the waters began greatly to recede, and continued to fall until . . . it became confined within the banks of the river. It is worthy of remark that about one-half of the houses in the Mississippi Bottom were removed from their foundations; all the fences wholly removed and washed away. All the warehouses on the bank fell into the river, and many dwelling-houses shared a like fate.

"This inundation was ten or twelve feet higher than that of 1811, or of 1826, and higher than ever known, except in 1785, when it rose thirty feet above the common level, and from the reports recorded in Beck's 'History of Illinois and Missouri,' it was the greatest flood known during the last one hundred and fifty years, at which period the Mississippi washed in a part of Fort Chartres. Mr. Cerré, the oldest French settler in St. Louis, says the inundation of the Mississippi and Missouri was not as high by some four or five feet in 1785 as it was this year, 1844, and all the old settlers of Kaskaskia agree in saying that the overflow of 1785 left one dry spot in the town of Kaskaskia, which was covered in 1844 with water five feet deep. The steamer 'Indiana' was chartered by the nuns to take the pupils of the nunnery to St. Louis, and received them on board at Col. Menard's door, and passed along the road to St. Louis, on which there was from six to fifteen feet of water, leaving the river far to the left the whole route. Some two hundred citizens went up from Kaskaskia on the 'Indiana,' and about three hundred found shelter on the premises of Col. Menard, and many more spread their tents along the bluffs.

"Millions of dollars will not cover the loss sustained by this flood in the States of Illinois and Missouri. Some of the most

newspapers of St. Louis of May 29, 1851. Two days after the river began to rise rapidly at St. Louis, and by sundown of the 30th was fifteen feet eight inches below the high-water mark of 1844, as marked

valuable farms in those two States have been rendered worthless for several years. The whole American Bottom from Alton to Cairo was submerged, containing seven hundred square miles of the finest land in the world. La Bute à Renard was the only point of land out of water in 1785: so says the *St. Louis Republican*.

"The great flood was occasioned by the swelling of the northern rivers which empty into the Missouri and upper Mississippi, and by the melting of the snow on the eastern declivity of the Rocky Mountains.

"The Spanish and Portuguese historians of De Soto's marauding expedition tell us that in March, 1542, all the high grounds on the west side of the Mississippi, from the mouth of the Ohio to Red River, were submerged several feet. There is a document in the clerk's office of Randolph County, Ill., at Kaskaskia, dated 1725, soliciting a grant of lots and lands from the crown of France, and urging as a reason the 'great flood' of the preceding year, 1724, which overflowed the village, destroyed the houses, and drove the inhabitants to the bluffs.

"The bottom lands along the Mississippi from Alton to Cairo, at the mouth of the Ohio, average five miles in width. Since the Mississippi was first discovered by Europeans, the waters had passed over all the low grounds from bluff to bluff several times. In 1785 this bottom was covered, and small boats passed from St. Louis to Kaskaskia over the land. In 1811, at the annual June rise of the Missouri, a part of the American Bottom and the common fields of Ste. Genevieve were inundated. In 1826 the river inundated the town of Illinois, opposite St. Louis, and also the lowlands along the American Bottom, but not as high by ten feet as this flood of 1844. The flood at St. Louis attained its greatest height on the 24th of June, 1844, and was thirty-eight feet seven inches above low-water mark at that city."

William L. Murfree, Sr., gives a graphic description of the flood of 1844 in *Scribner's Magazine*: "The shallowest water, for indefinite miles in any direction, was two feet deep, the nearest land 'the hills of the Arkansaw,' thirty miles away. The mules were quartered on the upper floor of the gin-house; the cattle had all been drowned long ago; planter, negro, and overseer were confined to their respective domiciles; the grist-mill was under water, and there was no means of preparing corn for culinary purposes except a wooden hominy mortar. The hog-and-hominy diet (so highly extolled by some people who have never lived on it) was adopted of necessity, the former being represented by mess-pork salter than tongue can tell. There were no visitors, except now and then a sociable snake, which, no doubt, bored by swimming around indefinitely in the overflow, and craving even human companionship, would glide up on the gallery of some of the houses. There was no means of locomotion except the skiff and the humble but ever serviceable 'dugout,' nowhere to go, and nobody within a day's journey otherwise or more comfortably situated. The only sense of sympathy from without was had from remote and infrequent glimpses of the gallant steamer 'J. M. White,' which, leaping from point to point, made better time from New Orleans to St. Louis than was ever made before or for many years after. That year nineteen plantations out of twenty failed to produce a single pound of cotton or a single bushel of corn, and when the flood was over and the swamp Noahs came out of their respective arks, they were, to say the least, malcontent."

on the column in front of the Centre Market, and eight feet and one-half inch below the city directrix, or the curbstone at the corner of Market Street and the Levee. The top of the stonework of the dike is two feet lower than the city directrix. A large portion of the east side of Duncan's Island, and seven houses, and a portion of the dike erected by the city between the island and the Illinois shore, were washed away. About one million feet of lumber from the upper part of the city was also washed away. Through almost all of June the river continued to rise, until June 23d it had risen four feet nine and a half inches below the high-water mark of 1844; from this date the waters commenced to decline.

The desolation which visited the States watered by the Mississippi, the Missouri, the Wabash, the Illinois, and their tributaries was beyond all calculation.

In 1854 the river was very high, the water almost entirely submerging the Levee at St. Louis. Great damage was done, especially in the lower portion of the course of the river. The destruction of property was immense in Mississippi, Arkansas, and Louisiana.

In 1858 the water rose to a point within about two and a half feet of the flood of 1844. Many towns were inundated, and vast destruction of property was effected. The water broke over the levee at Cairo, Ill., and completely submerged that city. The water in the Ohio was also very high. The planters in the delta and the farmers throughout the low country suffered immense losses.

In 1863 the river rose very high, and the flood swept away much property. The water came into the stores on the Levee at St. Louis. This was the last great flood until 1881, though the water rose quite high in 1867, and again in 1871 and 1875. But these floods did little damage in the upper valley. In Mississippi, Arkansas, and Louisiana great destruction was wrought in 1867, 1871, and 1875.

The flood of 1881 began in May, and on the 4th of that month, from the foot of Anna Street, on the St. Louis side, the only limit for the water was the bluff, three miles to the east. East Carondelet, as the little village opposite Carondelet is called, was flooded by the breaking of the dike at the head of the island, and the inhabitants took their children in their arms and sought safety on the high grounds. Many of them crossed in the ferry-boat and found quarters in Carondelet. Over a hundred persons were thus rendered homeless. From the arsenal, steamboats could be seen through the willows which were once on the bank of the river, plying in the overflow. The width of the river at that point was estimated at three miles.

The country surrounding the little town of Venice, opposite the north wharf, was inundated. Night-fall found East St. Louis still exempt from inundation, but the situation there was extremely critical, and the alarm among the inhabitants was general. At 2.35 o'clock, May 3d, the steamboats lying along the East St. Louis side of the river set up a combined whistling, which conveyed to people on the St. Louis side of the river the impression that the town of East St. Louis was in danger of being swept away, but whistling was the signal agreed on whenever the break should occur in the Madison County dike. Fortunately the alarm, though far from causeless, did not herald such great disaster. A break had occurred in the Chicago, Burlington and Quincy Railroad embankment, and a great volume of water poured through it, threatening to sweep down on East St. Louis and send the inhabitants fleeing for their lives. The water had two courses to take,—one up Cahokia Creek, where it would do no great damage immediately, the other down the creek, where it would drown out East St. Louis. When the possibility of the embankment's breaking had been canvassed beforehand, there was scarcely any one who did not suppose that the water would come down the creek, but, strangely enough, it took the other course, and the Ohio and Mississippi embankment for the time kept it away from East St. Louis.

The greatest actual damage which occurred in one place was the loss of the bridge, valued at twenty thousand dollars, across Cahokia Creek.

On May 5th the river had risen half a foot within twenty-four hours, and was above the high-water mark of 1876, and still rising. East St. Louis was in greater danger than ever.

The water on the 4th came near taking in completely what little of the levee-front it had left the day before. From Biddle Street to Locust sidewalks were only to be seen in spots. From Washington Avenue to Locust the water was running over the pavement and against the lintels of the houses. From Spruce Street to Chouteau Avenue there was no passage for pedestrians, and as early as six o'clock in the afternoon a skiff tied to the awning-post in front of 607 South Levee was floating over the sidewalk in a foot of water. Between East St. Louis and Fish Lake thousands of acres of wheat were under water. In East Carondelet there were some sixteen houses above water, each of which was crowded with those whose homes were submerged.

The floods on the Mississippi of which more particular accounts have been given were selected because of the exceptionally high stage of the water, but almost

every year witnesses very high water, and the annual loss of property is very great. These constantly occurring stages of high water, in which the *flood wave*, overleaping the banks, spreads over the adjacent country, have caused the construction of artificial banks along the tops of those created by the stream itself, and as these new banks have been extended along both banks of the river, they have assumed a regular system of protection, which is known as the levee system. This system, though located on the river *below* St. Louis, is yet of very great importance to the trade and commerce of a city whose situation naturally makes it the great commercial capital of the river-drained country. It was to find "means of obviating the disasters incident" to these floods, and "to prevent the overflow of these low grounds, or swamp lands generally, covering, as is supposed, nearly forty thousand square miles,¹ that the investigations made by Charles Ellet, Jr., were undertaken.

"The lands which are now annually overflowed may certainly be estimated at fully 16,000,000 of acres, which, if relieved by any effectual process, would be worth at the government price \$20,000,000; but converted as they may be into sugar and cotton-fields, would possess a value that it might seem extravagant to state, while the annual loss and distress inflicted on the present population by the inundations of the river can scarcely find a parallel in many localities, excepting in the effects of national hostilities."²

These levees extend on one side or the other about eighteen hundred miles, and represent in first cost and present value twenty million dollars. But even the present system is regarded as entirely inadequate, for the levees, which are constantly breaking or threatening to break, protect but a comparatively small strip along the main stream and its principal tributaries, whereas by protection against overflow and by proper drainage an enormous expanse of what is now waste swamp land would be brought into cultivation,—a stretch of country beside which the areas reclaimed from the sea in the Netherlands sink into insignificance,—while the work of reclamation, gigantic as it would have to be in relation to its results, in the amount of time and labor required, would be comparatively small beside the work of the industrious Dutch. There would thus be rendered available along the Mississippi not

less than two million five hundred thousand acres of sugar land, about seven million acres of cotton land, and one million acres of corn land, all of unsurpassed fertility. On the eastern side of the river is the great swamp of Mississippi, fifty miles wide, extending from just below Memphis to Vicksburg, one hundred and seventy miles in a direct line, and nearly four hundred miles along the river. On the other side is another vast and fertile region, embracing the lower part of Missouri, all the alluvial front of Arkansas and of Louisiana as far down as the mouth of the Red River. This land is not so favorably situated for reclamation as that on the eastern side, where there is no tributary of the Mississippi until the Yazoo is reached, within a few miles of the Walnut Hills, near Vicksburg. But on the west side are a number of tributary streams, themselves all liable to overflow, while all are subject to back-water from the Mississippi, which would make levees necessary as far as the line of back-water extends. Much fine land, however, has been reclaimed here, although the line of levees is more fragmentary than on the other side. Below the Red River there are no tributaries entering the Mississippi, and on the other hand the waters are depleted by numerous outlets to the gulf.

The levee system was begun in Louisiana in the early part of the last century, but the reclamation of swamp lands in Mississippi and Arkansas has originated in recent years. Congress,³ by a general grant of all the inundated lands to the States in which they lie, for the express purpose of making "the necessary levees and drains to reclaim swamp and overflowed lands," offered inducements to the States, and through the States to individual enterprise, to commence a vast system of embankment, with a view to the ultimate exclusion of the water of the Mississippi and its great tributaries from all the inundated lands upon their borders. To this legislation the State of Missouri responded by an appropriation of fifty thousand dollars to begin the work of reclamation at the head of the delta, where many hundreds of square miles of inundated territory might be reclaimed by art, and the land brought under cultivation. The State of Arkansas with equal promptness passed an act granting to all proprietors who may construct front levees the right to enter the donated lands where they may choose to select them, in payment for the cost of the levees which they might construct. The Legislature of Mississippi, even prior to the act of Congress, gave authority to the five northern counties of that State to levy a tax of ten cents per acre on

¹ "The area is as large as the States of New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New Jersey combined. Less than eight per cent. of this area is now under cultivation. It is estimated that if protected and improved these lands would be worth \$2,043,858,251. As their present value is but \$107,623,333, the increase would be a sum nearly equal to the national debt. It is therefore claimed that the returns would justify the outlay of the largest sum which the improvement would be likely to cost."

² Ellet's "Memoir on the Mississippi and Ohio Rivers," p. 27.

³ Act approved Sept. 28, 1850.

all the lands in each of these counties, for the purpose of constructing front levees and shutting out the waters of the Mississippi from the great swamps extending back to the Yazoo. The State of Louisiana was not less prompt in this matter than the other States, and by the incorporation of the Louisiana Levee Company has provided both authority and power with appropriate means for restraining the waters within the banks of the river.

A discussion of the wisdom of the levee system is not within the province of this work, the aim of which is only to relate what has taken place, and not to forecast what may result from closing all the natural and existing outlets by which in former years the flood wave of the Mississippi found a vent.¹

But it cannot be denied that the reclamation of the drowned lands in the Mississippi valley will improve the climate of a vast region of country and make it more salubrious, adding vastly to the wealth of those States by giving value to the lands, and greatly increase their commercial resources by bringing immense regions of these vacant lands under cultivation, while improving the navigation of the river. An object of so much importance to the health and prosperity of so many people in so many States cannot be without great influence upon the trade, commerce, and prosperity of the city of St. Louis.

Ferries.—Prior to 1797 there was a ferry between the Missouri and Illinois shores, starting from a point below the town of St. Louis, but in that year a ferry between Cahokia and St. Louis was established, which seems to have been the only one for a considerable period.²

¹ In 1874 a national commission recommended an elaborate levee system. As this was regarded as but a temporary expedient, the commission appointed under the law of 1879 considered more comprehensive plans. Chief of these are two which are designed to make a subordinate element of the levees, and possibly to make it possible to dispense with them altogether. One of these is called the "outlet system," and is designed to carry off the superfluous waters by making large and adequate outlets, possibly diverting the Red River, so that it shall reach the gulf independently of the Mississippi.

² In "Annals of the West," page 122, the following reference to the ferry occurs:

"At that time [at the period of the foundation of St. Louis] a skirt of tall timber lined the bank of the river, free from undergrowth, which extended back to a line about the range of Eighth Street. In the rear was an extensive prairie. The first cabins were erected near the river and market; no 'Bloody Island' or 'Duncan's Island' then existed. Directly opposite the old Market Square the river was narrow and deep, and until about the commencement of the present century persons could be distinctly heard from the opposite shore. Opposite Duncan's Island and South St. Louis was an island covered with heavy timber and separated from the Illinois shore by a slough. Many persons are now living (1850) who recollect the only ferry from

About 1783, Capt. James S. Piggott established a fort not far from the bluffs in the American Bottom, west of the present town of Columbia, in Monroe County, which was called "Piggott's Fort;" and Governor St. Clair, knowing the character of Capt. Piggott's services during the Revolutionary war, made him presiding judge of the court of St. Clair County, the seat of which was at Cahokia. Capt. Piggott was not only a brave soldier, but a shrewd and enterprising man, and set to work at once to develop the resources of the little community. In the winter of 1792-93 he erected two log cabins on the site of East St. Louis, and continued the work of improvement during the winter months (in the summer the workmen would have been in constant danger from the Indians) until 1795. After the successful campaign of Gen. Wayne against the Indians, Capt. Piggott removed his family from the fort to the site of the future Illinoistown. Having completed a road and bridge over Cahokia Creek and established a ferry from the Illinois to the Missouri shore, he petitioned, on the 15th of August, 1797, for the exclusive right to collect ferriage in St. Louis, then under the dominion of the Spanish crown. His petition was in the following words:

"ST. CLAIR CO., TERRITORY OF THE UNITED STATES,
"NORTHWEST OF THE RIVER OHIO.

"To Mr. Zenon Trudeau, Commander at St. Louis:

"SIR,—Though unacquainted, through a certain confidence of your love of justice and equity, I venture to lay before you the following petition, which, from reasons following, I am confident you will find just to allow.

"The petition is that Your Honor will grant me the whole benefit of this ferry to and from the town of St. Louis. I do not desire to infringe upon the ferry privileges below the town, which have been long established, but that no person in the town may be allowed to set people across the river for pay (at this place), so long as you shall allow that the benefits of this ferry hath made compensation for my private expenses in opening a new road and making it good from this ferry to Cahokia Town, and making and maintaining a bridge over the River Abbe of a hundred and fifty feet in length.

"Your consideration and answer to this is the request of your humble petitioner; and as an acknowledgment of the favor petitioned for, if granted, I will be under the same regulations with my ferry, respecting crossing passengers or property from your shore as your ferry-men are below the town; and should your people choose to cross the river in their own crafts, my landing and road shall be free to them.

"And should you wish me to procure you anything that comes to market from the country on this side, I shall always be ready to serve you.

"And should you have need of timber or anything that is the product of my land, it may be had at the lowest rates.

"I am, sir, with due respect, your humble servant,

"JAMES PIGGOTT.

"Aug. 15, 1797."

Illinois to St. Louis passed from Cahokia, below this island, and landed on the Missouri shore near the site of the United States arsenal."

Although the Spanish commandant was anxious to have the ferry regularly carried on by Piggott, because it was of great use to St. Louis, yet he devised a plan by which it was done without having it said that he had granted the ferry-right to a foreigner, viz., he granted Piggott the ferry landing below Market Street, on which Piggott then erected a small ferry-house, which was occupied mostly by one of his ferry hands, who at any time could transport foot passengers in a canoe; but when horses, etc., were to be taken across a platform had to be used, which required three men to manage it.

This platform was surrounded by a railing, and floated on Indian "pirogues," made by hollowing out trees. The craft was "poled or paddled with long sweeps handled by Creoles." Not only was Piggott granted the right of establishing a ferry-house at St. Louis, but he was made a citizen of the town by the commandant, and clothed with other powers and privileges. At this time, it is said, the river was so narrow that persons wishing to cross from either side could easily make Capt. Piggott hear "the old-time shout of 'O—ver!'"

The ferry was managed by Capt. or Judge Piggott until the 20th of February, 1799, when he died, leaving his wife the executrix of his will. Mrs. Piggott rented the ferry to Dr. Wallis for the years 1800-2, and then to a Mr. Adams. About this time Mrs. Piggott married Jacob Collard, and removed from Illinois to St. Louis, Mo. Before leaving she leased the ferry to John Campbell for ten years from the 5th day of May, 1805. Campbell, however, procured a license for a ferry in his own name during the time of the lease, and hence for a short time it was called "Campbell's ferry." But after a lawsuit Campbell and confederates were beaten, and the ferry reconveyed to Piggott's heirs, one of whom, assisted by men named Solomon, Blundy, and Porter, operated the ferry until part of the heirs sold out to McKnight & Brady.

For some time the ferry-boats landed at Illinoistown, about the northwest end of Main and Market Streets, near which was the spot where the bridge constructed by Capt. Piggott crossed the River l'Abbe, more commonly known as Cahokia Creek. Although many tenants subsequently occupied the ferry tract of land, none of them had a fee title therein, the property being owned by the heirs of James Piggott or their assigns, who derived their title in part from a grant made by Governor William H. Harrison, of Indiana Territory, March 12, 1803, of a tract of land which afterwards became the site of East St. Louis.

On the 7th of December, 1808, the following announcement was made of the rates of ferriage:

"TO TRAVELERS.

"Rates of ferriage, as established by law, from St. Louis to the opposite shore.

For a single person.....	\$0.25
Horse.....	.50
Neat cattle, each.....	.50
Calash.....	.50
Wagon.....	.50
Lumber of any kind, per cwt.....	.12½"

In 1813 a rival ferry appears, from the subjoined advertisement published May 15, 1813, to have been established:

"We, the subscribers, take the liberty to inform the public that any person or persons who may think proper to cross with us at our ferry to St. Louis, and for which pay us the customary prices established by law, that we will return them back free of ferriage at all times when our boat is on the west side of the Mississippi River at St. Louis. This measure became indispensably necessary in consequence of an indirect course of conduct practiced towards us.

"BYRD & CHARLES LOCKHART,
"Lockhart's Ferry, opposite St. Louis."

The following offer to rent Piggott's ferry was made on the 30th of September in the same year:

"Ferry. On the 13th November next I will rent to the highest bidder the ferry opposite St. Louis; due attendance will be given by me at the house where John Porter now lives, and other particulars will be made known at the time of leasing.

"JOSEPH PIGGOTT."

On the 4th of January, 1815, five-sevenths of Piggott's heirs conveyed their interest in the ferry to McKnight & Brady, who had, under special contract, been running it on trial one year previous, and on the 4th of March, 1820, the other two-sevenths of Piggott's heirs conveyed their interest in the land and ferry to Samuel Wiggins, who, under special contract with them, had been running a ferry in competition with McKnight & Brady during 1819, and on the 19th of May, 1821, McKnight & Brady conveyed their ferry right to Samuel Wiggins.¹

Edwin Draper, writing of his own experience in crossing the Mississippi in 1815, says,—

"The ferry-boat in which we crossed was a small keel-boat, without upper deck or cabin, and was propelled by four oars by hand. The wagons, then the only means of land travel, were run by hand on to the boat, across which were placed broad planks transversely, resting on the gunwales of the boat, while the tongue of the wagon projected beyond the side of the boat, and as the latter swayed gracefully to the motion of the waves

¹ Another account states that "Pigot" (meaning, of course, not Capt. Piggott, but another member of the family) "operated the ferry in the same old fashion with canoes until 1815 or 1817. It probably passed then into the hands of Day, a squire and tavern-keeper in Illinoistown. In 1819, Day sold to Samuel Wiggins. Day had improved somewhat on the old system, and had run a boat operated by one horse, who, by a treadmill step, had worked stern- or side-wheels."

the tongue-chains would dip politely into the water, as if acknowledging the power of the mighty monarch they were daring to stride. The horses, wagon, and saddle, family, slaves, and dogs were stowed in the bottom of the boat between the wagons, and thus we triumphantly entered Missouri. Our crossing, with many other families, was detained several days by high winds and waves preventing the safe crossing of the boat. Whether this boat was merely improvised for the occasion, or was the regular class of boats then in use I do not know, but that was the boat then used. Since that date I have lived in Missouri to see and experience its many changes, and have been more or less familiar with its history. My first crossing of the great water certainly inspired me with some fear, but I did not know then but it was among the common products or everyday sights in this country. . . .

"The statement I make is this, that at the time I first crossed the stream in 1815 it was fully a quarter of a mile wider at St. Louis than it is at the present time. I do not state the exact number of feet and inches it has diminished, but about the above distance. How this wonderful change in the width of the river at your great city was brought about it is not my business or purpose to explain."

Another writer thus describes the old ferry a few years later :

"There were at that time two ferry-boats making regular trips, one at the foot of Market Street and one near Morgan Street. In front of the city was a sand-bar, which in 1819 reached from Market to Morgan Streets, and extended two-thirds of the way across the river.

"The ferries were owned by Mr. Nash and E. M. Van Ansel. One of the boats crossed above Bloody Island, and the other below. Skiffs and keel-boats were also much used in the transfer of freight and passengers. Mr. Day started the first horse ferry-boat about 1824, which was also the first one that had any cover or protection from the weather."

In November, 1816, five persons lost their lives by the upsetting of the ferry-boat. The newspaper account of the disaster at the time of its occurrence is as follows :

"On Tuesday morning last the ferry-boat which is accustomed to ply between this town and the opposite shore of the Mississippi upset in the middle of the stream, by which five persons lost their lives. The ferryman, Mr. Dubay, and his two assistants died on being taken ashore from the wreck ; Ezekiel Woolfort, son of Mr. Woolfort, of this place, and a Mr. Stark, of Bourbon County, Ky., sunk before the boats reached the wreck, and are not found. What adds poignancy to this unusual catastrophe, some of the ferrymen spoke after they were taken up, but died from excessive fatigue and cold, without an immediate remedy being applied, and which generally succeeds in cases of suspended animation.

"Dubay was a useful citizen, and attended to the town ferry with unprecedented attention. He has left a helpless family, whose situation claims the attention of the benevolent.

"Mr. John Jacoby, of St. Louis, has authorized us to offer a reward of fifty dollars for the body of

Mr. Stark, or if it should be taken up too far down the river for conveyance to this place, those to whose lot it may fall to pay the last sad offices to the deceased are informed that every expense will be paid for his decent interment. Mr. Woolfort will no doubt liberally reward those who will find and inter his son as above."

On the 17th of March, 1819, it was announced that application had been made "to the Legislature of Illinois at its present session for the privilege of running a ferry-boat from the town of Illinois to St. Louis by steam- or horse-power, and that Legislature, with a laudable view of encouraging useful improvements for public accommodation, have authorized the establishment of such ferry-boat."

Besides managing the ferry, Mr. Wiggins appears also to have kept a tavern in Illinoistown, and was evidently a thrifty and progressive citizen.¹

In 1820, Mr. Wiggins procured a boat which was worked by one-horse power, but still employed French Creoles from Cahokia to ferry passengers and horses over by means of canoes lashed together. The new boat was crushed in the ice in the winter of 1824-25, near the foot of Morgan (then Oak) Street. Mr. Wiggins then built a larger and better boat, which he christened the "Sea Serpent," of one-horse power, and from this until 1828 all the ferryage was performed by boats of this class. So largely did the business increase that he was compelled to enlarge his fleet, and two other boats, also of one-horse power,

¹ "After the establishment of the Piggott ferry successive attempts were made to establish towns, which bore various names. Some of these were laid out immediately on the shore of the river, and as there were no paved levees to protect the banks, the river kept constantly encroaching upon the land, and the towns were washed away. The first was named Washington. It was situated on the Illinois shore, eastward and opposite to the St. Louis grain elevator. It consisted of a tavern, owned by Mr. Samuel Wiggins, and four or five dwelling-houses. A gentleman now living near Belleville, once clerk of St. Clair County, relates an incident that occurred to him during the time when Washington was gradually washing away. He states that he had been to St. Louis with produce from his father's farm, fifteen miles eastward. He says, 'One night I slept in Wiggins' tavern. It was pretty close to the shore. A big sycamore-tree stood eight feet from the house on the bank. Along about midnight I heard water. It seemed from the sound to be under the house. I thought it must be the river. I partly dressed as quickly as I could, and ran out shoreward. Wiggins and everybody else that was in it ran out too, expecting the house to go. The big sycamore was gone. It had taken with it a piece of ground from under the house, and the river was running under the outer wall. But it stood till morning. I got breakfast there, when they moved it back farther from the river.' Subsequently all the town of Washington was washed away."—*Hist. East St. Louis, by Robert A. Tyson*, pp. 19 and 20.



A. Christy

LIPSAAY
OF THE
UNIVERSITY OF ILLINOIS

named the "Rhinoceros" and "Antelope," were added to the number, making three in all. In 1828 a new boat, with steam-power, named the "St. Clair," was added, and made two landings each day, calling at the foot of Market Street, then at Morgan, and thence across to the Illinois shore. In 1830 the business had increased to such an extent as to demand another boat, and the "Ibex" was added. In 1832, Samuel Wiggins sold his ferry franchises to Bernard Pratte, father of Gen. Bernard Pratte, John O'Fallon, John H. Gay, Charles Mulliken, Andrew Christy, Samuel C. Christy, Adam L. Mills, and William C. Wiggins. In 1838, John H. Gay bought the interest of John O'Fallon. Shortly after this Andrew Christy purchased the remaining interest of Col. O'Fallon, and afterwards the entire interest of Mr. Gay. At this time Mr. Christy and his sister-in-law, Mrs. McLane Christy, owned ten shares, over one-half of the stock.

Andrew Christy was born in Warren County, Ohio, in 1799, and when quite young removed with his parents to Lawrence County, Ill., where they located on a farm near Sumner, the county-seat of that county. In his youth Andrew engaged for a time in teaching school near Ridge Prairie, St. Clair Co., in the same State.

In 1826, in company with Francis and Vital, sons of Nicholas Jarrot, of Cahokia, he engaged in lead-mining at Galena, Ill., which business he pursued during several years. He then removed to St. Clair County, opposite St. Louis, and entered into business with his brother, Samuel C. Christy.

In 1832, as stated above, he and his brother, with Bernard Pratte and others, purchased from Samuel Wiggins the ferry franchise and boats belonging to the Wiggins Ferry Company, and continued a member of this company until his death. From 1835 to 1840 he was engaged in the grocery and commission business in St. Louis with Samuel B. Wiggins, in Chouteau's Row, on the street then between Market and Walnut Streets and Main Street and the Levee.

He represented St. Louis in the Legislature of Missouri in 1851.

Mr. Christy was a public-spirited man, and among the important enterprises which he was active in promoting were operations for the preservation of the harbor of St. Louis by turning the current of the river toward the Missouri shore, and thus preventing the shoaling of the water on that side. He was also identified with early efforts for the establishment of railroads leading to St. Louis. In short, he was a promoter of every enterprise that promised to advance the prosperity of the city.

By the exercise of his excellent judgment and keen

foresight, together with his indomitable energy, he accumulated a large fortune, which he bequeathed to his brothers and sisters, or their descendants. He was never married. Mr. Christy died of paralysis Aug. 11, 1869.

In 1832 the steam ferry-boat "Ozark" was added to the vessels of the ferry company; then, as the business increased, the "Vindicator" and the "Icelander" were put on, the latter being destroyed by fire in 1844. The "Wagoner" was built in 1846, and then the "Grampus." The "St. Louis" was added in 1848. Her boilers exploded Feb. 21, 1851, killing thirteen persons, including the engineer, a daughter of Mr. Jarvis, the pilot, and Captain Trendley's son, who had just arrived from California, having been in the city but two days. The accident occurred at the foot of Spruce Street, just after the boat left the landing. After the "St. Louis" there followed in turn, as occasion demanded, the "Illinois," "John Trendley," "Illinois, No. 2," lost in the ice in 1864, the "America," and the "New Era," which became the flag-ship "Essex" of Admiral Foote, and saw hard service in the civil war. In addition to these were the "Charles Mulliken," "Samuel C. Christy," "Cahokia," "Belleville," "Edward C. Wiggins," "East St. Louis," "Springfield," "Edwardsville," "Ram," "Lewis V. Bogy," and the tugs "H. C. Crevelin," "S. C. Clubb," and "D. W. Hewitt." The "Vindicator" was wrecked in 1871, and in 1875 the "S. C. Clubb" was nearly destroyed by fire, but was afterwards repaired.

Owing to the difficulty and danger experienced by the ordinary ferry-boats in crossing the river when encumbered by ice, the company, in July, 1839, contracted with a boat-builder at New Albany, Ind., for an ice steam ferry-boat, with which they would be "able to cross the river at all times, except when the ice is stationary." The vessel was to be constructed after plans prepared by Mr. Mulliken, of Mulliken & Pratte, merchants of St. Louis, with an iron bow, "in such a manner as to admit of her being driven through any amount of floating ice." The boat was completed in the following fall, and arrived at St. Louis on the 3d of December. She was about one hundred feet in length, forty feet beam, and four feet hold. Her hull was plated with sheet-iron one-sixth of an inch in thickness, with an iron cutwater seven inches thick. She carried four hundred tons and drew twenty-five inches of water.

In 1842 a new ferry company was formed, as appears from the following announcement in the *Republican* of February 5th of that year: "We understand that the new ferry company have contracted with the Dry-Dock Company for a ferry-boat. This company

have obtained the right of ferriage from the foot of Spruce Street, and from a road laid out by the authorities of St. Clair County to the river-bank."

In 1847 the landing-place of the ferry at St. Louis was at the foot of Locust Street, but complaint was made that this location was inconvenient, and that delay was caused by the crowding of other boats "into the landing at that point."

On the 22d of January, 1848, it was announced that a new steam ferry had been established at Car-



CAHOKIA IN 1840.

ondelet across the Mississippi River. This, it was added, would open a new line of travel to all Southern Illinois. The distance from the Kaskaskia road to the river was about two miles, and between these points a substantial road was built. "By this route," said the announcement, "travelers avoid the difficulties of crossing the American Bottom."

On the 7th of January, 1852, the *Republican* stated that the ferry company had "with their usual liberality placed their ferry-boats at the disposition of the railroad company for the transportation of persons to and from the demonstration to be made to-day. The boats will be free to persons going to or returning from the celebration."

In 1853 the Wiggins charter, granted in 1819, expired, and application was made to the Legislature for a renewal. Commenting upon this application at the time (Feb. 3, 1853) the *Republican* said,—

"Under their charter and various amendments since obtained they have been doing a highly prosperous business. They have managed to keep the field and destroy measurably all competition. They are now applying to the Legislature for an immense addition to their powers. They are asking the Legislature to re-charter them with a capital of one million, and with power to own fifteen hundred acres (three hundred of coal land), and also with power to build a city on Bloody Island, to charge wharfage fees, to build and to run any number of ferry-boats from

said island to St. Louis, and generally to engage in any business required by the exigencies of a city proprietorship.

"The city on Bloody Island, with all its wharves, lots, streets, and alleys, would probably belong for many generations to come to this incorporated company. St. Louis has felt, and Cairo has felt, and both cities now feel the evil of having a great mass of their property in the hands of one man or a few men."

When Samuel Wiggins sold his franchises to the company in 1832, he transferred to them about eight or nine hundred acres lying between Brooklyn and the Cahokia commons. The company leased the river front of the Cahokia commons, embracing between five and six thousand acres, and gave the Cahokians a free ferriage to and from St. Louis and three hundred dollars per year for twenty years. On the expiration of the lease the Cahokians re-leased a portion of the lands to individuals, the revenue of which went "to the support of schools and lawyers." The commons extended from the ancient city of Cahokia to the Pittsburgh coal landing at the dike opposite Chouteau Avenue, and were extremely fertile.

Notwithstanding the opposition to the company's application for a new charter and additional franchises, a perpetual charter for ferry purposes was granted to Andrew Christy, William C. Wiggins,¹

¹ William C. Wiggins, brother of Samuel Wiggins, was born in 1783 at Newburgh, N. Y., and the early portion of his life was spent in the cities of New York and Albany. He then removed to Charleston, S. C., where he lived ten years and was married. After this he returned to the city of New York, remained there some years, and in 1818 started for the West, arriving in St. Louis in the same year. In 1822 he took charge of the "Wiggins Ferry," of which he remained in charge for thirty years. He was the last of the original purchasers of the stock of the company, and realized from his exertions and industry a handsome fortune. Mr. Wiggins died on the 25th of November, 1853.

Samuel B. Wiggins, son of William C. Wiggins, was born in Charleston, S. C., Dec. 11, 1814. He first commenced business in Illinois, but subsequently returned to St. Louis and opened a house in company with S. C. Christy, under the style of Christy & Wiggins. When Mr. Christy retired, Mr. Wiggins carried on the business alone until he took his brother into partnership, the new firm being known as S. B. Wiggins & Co. After continuing for some time it was again reorganized under the name of Wiggins & Anderson, and was a prominent grocery and dry-goods firm. It was dissolved in 1859, and Mr. Wiggins withdrew entirely from active business life. During the period of his commercial career and afterwards he occupied various important positions in business circles. He was a director in the Southern Bank, in the Pacific Insurance Company, and for fifteen years in the Citizens' Insurance Company. For

Adam L. Mills, Lewis V. Bogy, and Napoleon B. Mulliken.

The company, although it enjoyed for many years a practical monopoly of the ferriage business, appears, on the whole, to have pursued a liberal policy. The entire river-front of East St. Louis, for a distance of four miles, was owned by it, and in 1875 its property was estimated to be worth several millions of dollars. The company contributed greatly to the development and growth of East St. Louis, and co-operated with the railroad companies in providing additional traveling facilities for St. Louis by granting suitable grounds for tracks, depots, warehouses, yards, and machine-shops. For eighteen years Hon. Lewis V. Bogy, afterwards United States senator from Missouri, was president of the company, and Capt. John Trendley,¹ after whom also one of the ferry-boats was named, served the company continuously from the 7th of May, 1825, for a period of more than half a century.

In 1865 the average number of passengers carried daily by the ferry fleet to and from St. Louis was from 1000 to 1500; bushels of coal, 10,000 to 15,000; transfer-wagons, 500 to 600; farmers' and market-wagons, 100 to 150; omnibuses, 30 to 40. The aggregate receipts for 1865 were very little less than \$300,000, while in 1873 the aggregate receipts were largely over \$500,000. At this time (1873) there were 10,000 shares, representing nominally a million of dollars, "but," remarked a newspaper writer, "if any one desires to know how much they are worth at a marketable or selling price over the par value of \$100, he can do so by wanting to purchase." In addition to the eight ferry-boats and three transfer-boats which the company then owned, the East St. Louis real estate and wharf franchises were very valuable. Much the largest amount of stock was held by the Christys, which had been sub-divided, and was then represented by perhaps twenty-five heirs. The sales of real estate subsequent to 1865 and up to 1873, none being sold prior to 1865, and all of it having been purchased by Capt. Samuel Wiggins at

several years he was president of the Wiggins Ferry Company, in which he was a large stockholder. He died on the 24th of July, 1868.

¹ A newspaper writer, describing the ferry at an early period, says, "There was no levee at that time, and the boat was landed under the cliffs and rocks. A road led down from the village (St. Louis) to the ferry landing. Capt. Trendley used frequently to run in under the cliffs to get out of a shower. The ferry landing at that early time on the Illinois shore was at the old brick tavern then kept by Dr. Tiffin (which has since been swept away), and about two hundred yards west of the Illinois and Terre Haute round-house. The fare at that time was a 'long bit' for a footman, a market-wagon seventy-five cents, and for a two-horse wagon one dollar."

the government price of one dollar and twenty-five cents per acre, amounted to almost one million dollars, and what was left was considered in 1873 to be worth more than the whole estimated value of 1865.

In 1875 the officers of the company were N. Mulliken, president; F. M. Christy, vice-president; S. C. Clubb, general superintendent; Henry Sackman, assistant superintendent; John Trendley, agent; first grade directors, N. Mulliken, F. M. Christy, S. C. Clubb, J. H. Beach, Ernest Pegnet. In 1882, Samuel C. Clubb, president; F. L. Ridgely, vice-president; Henry L. Clark, secretary and treasurer; E. C. Newkirk, assistant secretary; directors, Samuel C. Clubb, F. L. Ridgely, Charles Shaw, Ernest Pegnet, and Charles Wiggins, Jr.

The St. Charles ferry was established by Marshall Brotherton² and John L. Ferguson.

The South St. Louis and Cahokia ferry was established in 1870, and opened to travel on the 19th of June of that year. The following account of the inauguration of the ferry was printed in a St. Louis newspaper of the 20th:

"The tow-boat 'Florence,' Henry Kuter, captain, left the foot of Anna Street yesterday afternoon for Cahokia with a large excursion party on board. The occasion was the celebration of the opening of a ferry between South St. Louis and

² Marshall Brotherton was born in Erie County, Pa., Jan. 6, 1811, and when an infant was brought out into the wilds of St. Louis County by his parents. The family located upon a piece of ground not far from St. Louis, and Mr. Brotherton, the elder, lived there as a thrifty farmer up to the time of his death. James Brotherton, a brother of Marshall, was elected sheriff of St. Louis County, and Marshall, then a young man, removed to St. Louis and worked in the office of his brother as deputy. When James died, Marshall, who had made a very efficient officer, was elected sheriff, and occupied that office for several terms. He then engaged in mercantile pursuits in St. Louis, his business being mainly that of a lumber dealer. He was also interested in other matters, notable among them being a partnership with John L. Ferguson in the ownership of the St. Charles ferry. At various periods he held the offices of sheriff, county judge, fund commissioner, and president of the board of managers of the House of Refuge. About 1854 or 1855 he was put forward as a candidate for the mayoralty, but was not elected. He was uniformly successful in business, owing to his sound judgment, active habits, and great popularity. At the time of his death, which occurred in the latter part of November, 1875, his ferry interest and the North Missouri Planing-Mill, situated on the river-bank, at the foot of Bremen Avenue, were the only active operations which he still controlled. He was, however, president of the Bremen Savings-Bank, which position he had held ever since that institution was organized.

In early manhood Mr. Brotherton married Miss Ferguson, a sister of his partner, John L. Ferguson. His wife died a few years after they were married, and in 1840 or 1841 he married Miss Herndon, a daughter of Rev. John C. Herndon, by whom he had two daughters, afterwards Mrs. Oscar Reed and Mrs. Stephen M. Yeaman.

Cahokia. The South St. Louis and Cahokia Ferry Company was established in March last, with a nominal capital of two hundred thousand dollars, divided into shares of fifty dollars; each share to receive the benefit of one lot twenty by one hundred and forty feet in what is denominated Southeast St. Louis, to wit: a sand-bar, a portion of Cahokia commons, and so much of the Mississippi River as may be recovered by a contemplated dike from the main shore to Cobb Island 'by accretion.' The lease of these lands has been obtained by the ferry company for ninety-nine years. About seven hundred acres of land is comprised in this lease, for which the company is to pay twenty-five dollars per acre per annum, and the present inhabitants of Cahokia to pass over free during their lives. This privilege does not extend to their offspring, and it accordingly behooves the beneficiaries to live on to a good old age. The lease was made also on condition that one thousand dollars be expended by the company for improvements within eight months, and that at least one ferry-boat be put in operation within fifteen months.

"The officers of the company are Robert J. Rombauer, president; Henry Saenger, secretary and treasurer, with the following directors: George Bayha, E. W. Decker, George Rathwaite, Antoine Faller, John D. Abery, of East St. Louis; E. H. Illinski, of Cahokia; Francis Mohrhardt. The bargain on the part of the Cahokians was signed by Francis Lavallee, supervisor, and George Labenhoffer and John Palmer, trustees."

The officers of the Cahokia and St. Louis Ferry Company in 1882 were Julius Pitzman, president, and W. S. Hopkins, secretary.¹

In addition to the foregoing, the following ferry companies have offices in St. Louis:

Madison County ferry, landing foot of North Market Street; boats ply between St. Louis and Venice, Ill.; president in 1882, John J. Mitchell.

St. Louis and Illinois Railroad ferry, from foot of Chouteau Avenue to the coal dike, East St. Louis.

¹ In 1864 Arsenal Island, containing about one hundred and twenty acres of ground, was allotted by the Secretary of the Interior and the commissioners of the general land office to the St. Louis public schools, and in 1866 the school board sold it to the city for thirty-three thousand dollars. It was occupied for hospital purposes by the city until 1869, when the hospitals were removed to Quarantine. In 1874, Benjamin Segar settled on the island, and put part of it in cultivation, and continued to live there under a lease granted him by the city. The island for a number of years had been moving down stream, and finally fronted on a parcel of ground in the Cahokia commons on the Illinois shore, owned by Judge Rombauer, as trustee for the Cahokia Ferry Company. When the island had reached a point in front of the ground mentioned, the ferry company claimed the right to extend their north and south lines across it to the water's edge on the western side thereof, and to take possession of so much of the island as was contained within those lines, and they entered on the island and built a wire fence on their north line. This fence was torn down as soon as its existence came to the knowledge of the city authorities, and sign-boards were erected warning all persons from trespassing there. Subsequently an action was instituted in the Circuit Court at Belleville by Judge Rombauer, as trustee, against M. Segar, the tenant of the city, to recover the possession of the fifty acres of ground embraced within the lines spoken of.

The St. Louis and Illinois Coal Company and Ferry was originally chartered in 1841 under the style of the "St. Clair Railroad Company," and under that name continued until 1865, when the present company was organized, and became the purchasers of the franchises of the St. Clair Railroad Company. The incorporators were William C. Anderson and John D. Whitesides. The company does a general coal transportation and ferry business. Joseph W. Branch was elected president in 1865, and has ever since continued to hold that position. The present capital stock is one million five hundred thousand dollars. The board of directors consists of the following: Joseph W. Branch, Adolphus Meier, C. S. Greeley, W. A. Hargadine, N. Campbell, John D. Perry, George Knapp. The officers are Joseph W. Branch, president; Adolphus Meier, vice-president; P. T. Burke, secretary and treasurer.

Waterloo Turnpike Road and Ferry Company, W. H. Grapevine, superintendent; ferry landing, foot of David Street; transfer, foot of Franklin Street, Carondelet.

The Great St. Louis Steel Bridge across the Mississippi River.²—The first proposition for the erection of a bridge across the Mississippi River at St. Louis was made by Charles Ellet, Jr., in 1839.³ Mr. Ellet proposed a suspension bridge having a central span of twelve hundred feet, and two side spans of nine hundred feet each; but the city fathers stood aghast at the enormous estimate of the cost, seven hundred and thirty-seven thousand six hundred dollars, for a highway bridge alone. Mr. Ellet revived his project in September, 1848, but nothing was accomplished. In January, 1853, it was stated in one of the St. Louis newspapers⁴ that "some years ago Mr. Charles Collins obtained the passage of a law authorizing the building of a suspension bridge across the Mississippi at St. Louis, and if he had lived there is every reason to believe that he would have accomplished it; but with him died all the enterprise of the northern part of the city, and nothing has been heard of it since."⁵

² For the history of the construction of the great bridge, the author is mainly indebted to Professor C. M. Woodward, of Washington University.

³ The first bridge to span the Mississippi River was a wire suspension bridge at Minneapolis, Minn., built in 1854 by Thomas M. Griffith, at a cost of nearly fifty thousand dollars.

⁴ *Republican*, Jan. 13, 1853.

⁵ "Yesterday," said the same paper of March 17, 1854, "we examined the drawing and profile of a bridge for the Mississippi River, drawn by B. Andreas, engineer, corner of Second and Chestnut Streets, over Ellis & Hutton's. He has located it across the river at or near the shot-tower above Carondelet, and has



ST. LOUIS BRIDGE.

In 1855,¹ Josiah Dent organized a company, with Maj. J. W. Bissell as engineer, and a second plan for a suspension railway bridge was proposed. The cost was estimated at one million five hundred thousand dollars. For the want of financial support the scheme was soon abandoned. The incorporators of the company, which was known as the St. Louis and Illinois Bridge Company, were: St. Louis, John How, J. H. Lucas, John O'Fallon, Samuel Gaty, Andrew Christy, Josiah Dent, S. J. Smith, D. A. January, William M. Morrison; Illinois, J. A. Matterson, Curtis Blakeman, J. D. Morrison, S. B. Chandler, William C. Kinney, Gustavus Koerner, William S. Wait, Vital Jarrot, William N. Wickliffe, John M. Palmer, John D. Arnold, Joseph Gillespie.

In 1867 the time seemed to have arrived for commencing operations in earnest. Strangely enough, after nearly thirty years of inactivity, two rival companies appeared in the field; one was regularly organized (in April, 1867) under the laws of Missouri, and included among its managers several prominent citizens of St. Louis; the other claimed an exclusive right under a charter granted by the State of Illinois, and was controlled by a well-known bridge-builder of Chicago. James B. Eads was the chief engineer of the St. Louis company (known as the St. Louis and Illinois Bridge Company); L. B. Boomer was manager of the Illinois company, which was known as the Illinois and St. Louis Bridge Company.

The Illinois company was incorporated Feb. 21, 1867, the incorporators being Joseph Gillespie, John M. Palmer, Jesse K. Dubois, William Shepard, John Williams, William R. Morrison, L. A. Parks, Levi Davis, T. B. Blackstone, H. C. Moore, Peter H. Willard, R. P. Tansey, Gustavus A. Koerner, C. P. Heaton, L. B. Boomer, Fred. T. Krafft, L. B. Parsons, John Baker, and A. H. Lee.

The officers were L. B. Boomer, president; R. P. Tansey, secretary; directors, L. B. Boomer, R. P.

made his drawings to correspond. We understand that his plan is made with strict regard to the measurement of the river at that point in width and the elevations on either side. He proposes to cross the river by five spans, each three hundred and fifty feet, the base of the carriage-way to be sixty feet above the high water of 1844, or one hundred and twenty feet above ordinary low water, the bridge to rest on piers of rock or cast iron. The superstructure is to be of lattice-work of wrought iron, well secured together, with two ways in breadth and two for use, one placed above the other, the low ways for railroad tracks and the upper for the ordinary travel of horses, carriages, wagons, etc."

¹"Last winter," said the *Republican* of July 11, 1855, "the Legislatures of Missouri and Illinois, anticipating the necessity which might exist for bridging the Mississippi at this point before the time for reassembling should again come round, passed the requisite legal provisions for such a purpose."

Tansey, George Judd, William R. Morrison, and C. Beckwith. The location selected by the Missouri Company was at the foot of Washington Avenue, where the width of the river at ordinary stages is but little over fifteen hundred feet, and the plan consisted of three steel arches, supported by two masonry piers in the river and an abutment on each shore. All the foundations were to be sunk to the rock, which was known to be nearly ninety feet below low-water at the site of the east pier. The Illinois company, on the other hand, had selected a location about half a mile above, and proposed to build an iron truss-bridge, the longest spans of which should be three hundred and fifty feet, supported by piers formed of cast-iron columns, those nearest the Missouri shore to be sunk to the rock, and those on the east side bedded in the sand fifty or sixty feet below low water. For a time the contest between these two companies was very sharp, though confined principally to the newspapers and the courts. In March, 1863, the controversy was terminated by the nominal consolidation of the two companies, and the actual absorption of the Illinois company by its rival, to which the former had sold out, the new corporation taking the name of the Illinois and St. Louis Bridge Company. The officers of the old St. Louis company retained their positions in the new organization, and Capt. James B. Eads continued as chief engineer and a principal stockholder.

From the first Capt. Eads was the leading spirit in the enterprise. As chief engineer during the entire period of seven years (from 1867 to 1874) occupied by the building of the bridge, he was responsible for every novelty, both of design and execution, and his personal genius impressed itself upon every detail of the structure.

Col. Henry Flad² was Capt. Eads' first assistant

² Henry Flad, one of the most distinguished engineers of the West, was a graduate of the University of Munich, and his first professional engagement was in connection with hydraulic works on the Rhine. He came to America at the time of the German revolution of 1848, and for a period of eleven years was connected with some of the most important railroads in the country. In 1854 he removed to Missouri, and was employed as resident engineer of the Iron Mountain road, a considerable portion of which was constructed by him. He also made surveys for several other roads in Missouri.

In connection with Mr. Kirkwood, he made plans for the water-works of Compton Hill and Bissell's Point, and a large measure of the success of that great improvement is due to his skill. After the completion of this work he filled the office of commissioner of water-works for eight years. At the outbreak of the war he entered the army as a private, but his skill as an engineer soon brought him into prominence, and he rose rapidly to the rank of colonel of engineers.

Col. Flad's name will always be associated with that of Capt.

throughout, and brought to the work great practical experience, a ready power of analysis, and mechanical ingenuity of a high order. He was ably seconded by Walter Katte. The theory of the structure was the joint product of Charles Pfeifer and Professor William Chauvenet, of Washington University.

The presidents of the bridge company in order were Charles K. Dickson, William M. McPherson, and Gerard B. Allen. J. C. Cabot was the first secretary, J. H. Britton the first treasurer. Dr. William Taussig held the position of chairman of the executive committee through all the administrations.¹

All the great foundations of the bridge, two abutments and two river piers, stand on the solid rock which underlies the ordinary river-bed. The construction of these foundations was the most difficult part of the work. To interfere as little as possible with the navigation of the river, and to diminish the cost of the foundations, the arches were designed with long spans, and the two channel piers were given great stability. The contract for the whole of the masonry work on the bridge was awarded in August, 1867, to James Andrews, of Allegheny, Pa.

The first stone in the western abutment pier was laid on the bed-rock Feb. 25, 1868; the first stone was laid on the caisson of the east channel pier Oct. 25, 1869, and the first stone on the caisson of the west channel pier was laid the 15th of January, 1870.

During the first half of the year 1868 the minutest details of the work were critically examined by the board of engineers. The mathematical calculations and investigations were conducted by Col. Flad and Mr. Pfeifer, and then submitted to Capt. Eads, and by him referred to the analysis and examination of Professor W. Chauvenet, LL.D., chancellor of Washington University. In this way the most wonderful mathematical exactness was secured. By the middle of the year the drawings and all the details of the bridge had been gone through with by the engineers, and the mighty structure was complete in the mind of the chief engineer and his assistants.

Eads in connection with the St. Louis bridge and tunnel. He had charge of all the details of their construction, and it is a matter of history that on every occasion Capt. Eads insisted upon a division of the honors of their united success in this great undertaking. Among other works of Col. Flad may be mentioned the lowering of the track of the Missouri Pacific Railroad through the city, and the concentration of tracks at the Union Depot.

¹ A "History of the St. Louis Bridge, containing a full account of every step in its construction and erection, and including the theory of the ribbed arch and the tests of materials," written by Professor C. M. Woodward, was published in 1882, by G. I. Jones & Co., of St. Louis.

The foundation of the west abutment was laid in a coffer-dam at a depth of fifty-five feet below extreme high water. The other great piers were "sunk" to much greater depths by the aid of compressed air. The west pier stands on the rock ninety-one feet below high water; the foundation of the east pier is one hundred and twenty-seven feet below high-water mark, and the east abutment extends one hundred and thirty-five feet below the surface of extreme high water. The sinking of these piers was a great feat of engineering and full of interest. The sinking of the east pier is thus described:

The caisson of the east pier was built of iron, and was eighty-two feet long, sixty feet wide, and nine feet deep.

The roof and sides were made of thick iron plates riveted air-tight and strengthened by girders and brackets. A temporary wooden bottom was used until the admission of compressed air from powerful air-pumps kept the interior free from water down to the "cutting edge" of the caisson. The masonry of the pier was laid upon the roof of the caisson, which it completely covered. The weight of the masonry soon caused the caisson to sink deep in the river, rendering an increased air-pressure necessary to keep the caisson free of water and to support the load above. On the roof of the caisson a coffer-dam was constructed to exclude the river. The caisson was furnished with bearing-timbers along its walls and under its roof, and when it reached the river bottom they rested evenly upon the sand and gave sufficient support to allow the masonry to be built above the surface of the river. At this point the guides and suspension rods which had been used to control the motion of the caisson were removed, and the further progress of the pier was effected by undermining the bearing-timbers and letting the whole mass go down as additional masonry was laid in the open air above.

The space within the caisson was known as the "air-chamber," and it is evident that workmen were needed inside, and that there must be ready means for passing in and out.

Entrance to and exit from the air-chamber was through "air-locks," seven in number. These air-locks were in form vertical cylinders, made of one-half inch plate-iron. The central lock, which was six feet in diameter and six feet high, was wholly within the air-chamber. In fact, the roof of the caisson formed its upper base. Adjoining this lock was a second iron cylinder five feet in diameter and five feet deep, sunk through the roof of the caisson and entirely open at the top. The air-lock had two strong, tight-fitting doors, one communicating

with the open air-cylinder just mentioned and swinging into the lock, the other opening into the air-chamber and swinging from the lock. Workmen generally passed in and out through the central lock.

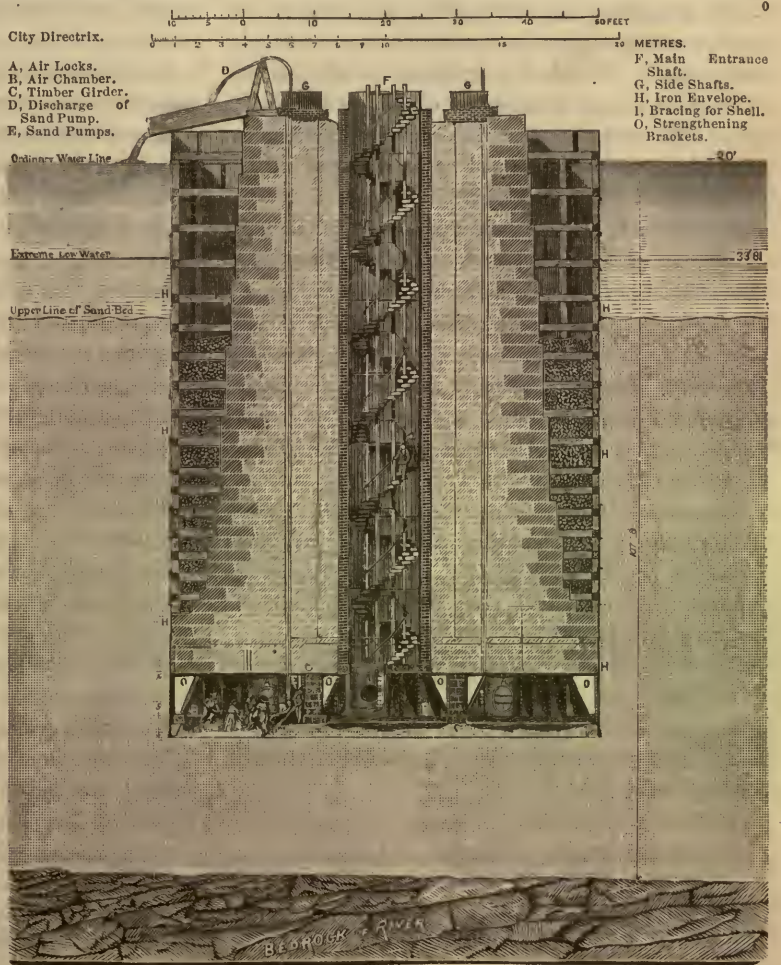
The method of going in or out was very simple. The outer door of the air-lock being open, and the inner one, of course, closed, the party of visitors, for example, descended into the open cylinder near the central lock, crawled through the opening into the lock, and closed the door. A cock was then opened which allowed the compressed air from the chamber to enter the lock. When the air-pressure within the lock equaled that in the chamber, the other door readily swung open and the party entered the air-chamber. The time required in entering depended upon the pressure in the chamber and the ability of the persons in the lock to endure the change. If the air was let on rapidly, and the pressure was considerable, the sensation produced was very disagreeable. The compression of the air in the lock was attended by the evolution of heat, and though the air was saturated with moisture as well as warm, there was no difficulty connected with one's breathing. The only serious difficulty to a visitor was felt in his ears. The pressure upon the exterior of the drum was very painful unless soon balanced by internal pressure. This could generally be produced by vigorously blowing the nose, thus forcing air into the interior cavity of the ear. Capt. Eads found that the act of swallowing would often give relief, and had a pail of water and a cup placed in the lock. In some cases, however, these simple remedies were of no avail, and intense pain was the result. In that event the air was admitted very slowly.

In returning from the chamber the operation was equally simple. The party entered the lock, closed the inner door, and opened a cock which allowed the air of the lock to escape to the outside. As soon as the air-pressure was reduced to that of the atmosphere, the outer door was readily opened. The phys-

ical effects of reducing the pressure were very different from those experienced when going in. The expanding air absorbed heat, and one literally felt the chill to the very marrow. So much vital heat was lost that in some cases the effect was very disastrous. There was much in the habit of undergoing these changes. Certain air-lock men, whose duty it was to take visitors, engineers, and workmen in and out, became so used to sudden changes that they could,

Extreme High Water.

+7'58



SECTION OF EAST PIER AND CAISSON.

without apparent injury or even inconvenience, endure surprisingly rapid changes of pressure.

As the caisson continued to sink it was necessary to remove the sand from the air-chamber. This was done by means of the "sand-pumps," an exceedingly ingenious device invented by Capt. Eads. The sand mixed with water was thrown out in jets with great rapidity. A three-inch pump was capable of discharging sand at the rate of three hundred cubic yards in

twenty-four hours. The pier settled on the average about fifteen inches per day.

No difficulty was experienced in causing the caisson to settle evenly and gently. The sand was trenched beside the bearing-timbers, thus allowing a slight lateral motion of the sand as it yielded to the pressure. It was soon learned that the admission of water into the air-chamber, consequent upon a slight reduction in the air-pressure, had the effect of increasing the mobility of the sand so as to bring the caisson down with an exceedingly gradual motion.

The progress of the east pier down through the sand is clearly shown in the illustration on the preceding page. It gives a cross-section of the pier through the main stairway, a circular well through which the workmen descended to the air-chamber. A sand-pump is represented as at work within the caisson, and men are supplying it with sand.

The intensity of the air-pressure in the air-chamber of the east pier reached a maximum of about sixty-five pounds per square inch, or about fifty pounds above the normal. The physiological effects of long exposure to this pressure and of sudden release from it were at times very severe. During the construction of the deep piers over one hundred men were violently attacked with cramps and chills, and thirteen died from them.

The caissons were constructed at Carondelet, under the direction of the chief engineer and Capt. William L. Nelson and H. G. McComas, the great caisson for the last of the channel piers being completed and launched Oct. 18, 1869.

The whole time occupied in sinking the east pier to the rock was one hundred and twenty-six days, during several of which it was too cold to lay masonry, and at other times it was impossible to furnish stone on account of the ice.

The west pier was sunk in seventy-seven days.

The east abutment, the largest and deepest of all, was sunk in one hundred and thirty-four days. The caisson of the latter contained many improvements over the others. All the large piers are faced with gray granite down to low water. All the piers had reached the rock-bed by the beginning of 1872, and before the close of that year the masonry was completed, including the approach arches across the levees in St. Louis and East St. Louis.

The size of the foundations is shown as follows:

	Extreme height from base to top of cornice.	Cubic yards of masonry.
West abutment.....	112 feet 8½ inches.	12,643
West pier.....	172 " 1 "	14,170
East pier.....	197 " 1½ "	17,820
East abutment.....	192 " 9 "	24,093

The plan of the superstructure of the great bridge (which was contracted for Feb. 26, 1870) is as bold as the foundations and even more original. It consists of three magnificent steel arches, supporting two railway tracks, and a broad paved causeway for high-way traffic on the top of the structure.

The spans of the side arches are each five hundred and two feet in the clear, and the central arch stretches five hundred and twenty feet over deep water. Each arch consists of four equal ribs placed side by side at intervals of sixteen and half feet, twelve feet, and sixteen and a half feet, these distances being between centres.

Each rib consists of two parallel members or systems of tubes, twelve feet apart, connected by a single system of bracketing, in appearance like a curved triangular truss. Each tube is eighteen inches in external diameter and about twelve feet long, and is perfectly straight, with slightly beveled ends. The tubes of each member are securely coupled together by two enveloping half-cylinders, and the steel pins which receive the brace-bars on their ends pass through both couplings and tubes. A tube consists of six bars of steel, rolled in the shape of straight staves, from one and three-sixteenths to two and one-eighth inches in thickness, and snugly inserted in an envelope of steel one-quarter of an inch thick.

The tubes are exquisitely made, and the arches as beautiful as works of art.

The lateral or wind bracing consists of a series of diagonal steel ties and wrought-iron tubular struts between the ribs, and an upper truss between the two roadways. The latter truss for the centre span is of iron, forty-nine feet wide and five hundred and forty feet in extreme length.

The erection of the arches was effected by a method entirely new and of a most interesting character, invented by Col. Henry Flad. Only the briefest account of its successful execution can be given here.

The end tubes of each rib screw into massive wrought-iron "skew-backs," which are bolted to the masonry by long steel bolts six inches in diameter. In the case of the channel piers the anchor-bolts are over thirty feet long, passing quite through the masonry and securing the skew-backs on both faces. In this way the ribs were made self-supporting, as they were built out from the masonry. In some instances nearly a hundred feet was thus built without additional support. The weight of the unfinished ribs, however, caused the outer ends to fall below their normal positions, and it was necessary to draw them up by cables passing over towers erected on the masonry. These cables were strained, as occasion re-

quired, by powerful hydraulic jacks, which lifted the towers. The cables lifted the deflected arches to their normal position (and even above it), and allowed the ribs to be built still farther out. The deflected ends of these second extensions were supported by secondary cables, which passed over masts standing on the ribs at the joints, supported directly by the primary cables, and thence down to the pins in the skew-back tubes.

By such means semi-ribs, stretching two hundred and fifty feet over the Mississippi, were fully supported until they were successfully "closed" at the crown. The minute details of the operation of closing the ribs form an interesting feature in the history of the bridge. The influence of temperature and elasticity was strikingly shown. The magnitude of the main cables may be estimated from the fact that they were made of the best rolled iron, and each had a cross-section of forty-two square inches.

The total weight of one naked rib of the centre span is four hundred and eighty-eight thousand two hundred and two pounds. The total amount of steel in the three arches is four million seven hundred and eighty thousand pounds. Of wrought iron there are six million three hundred and thirteen thousand pounds.

The superstructure of the bridge was constructed by the Keystone Bridge Company, of Pittsburgh, Pa., and its cost was \$2,122,781.65. The approaches were built by the Baltimore Bridge Company. The total cost of the entire bridge, including the approaches, was \$6,536,729.99. If to this we add interest, land damages, commissions for charters and financial agents, hospital expenses, etc., the sum total is swelled to nearly ten million dollars. The bridge was completed and opened to public travel on the 23d of May, 1874.¹

¹ "The long-looked-for opening of the bridge to public travel," said the *Republican* of May 24th, "took place yesterday morning, as previously announced. Six o'clock was the hour fixed for the opening, but long before that time a great multitude of people had gathered around the office, each anxious to get the first ticket. The pressure on the ticket-sellers continued for two or three hours, and during the entire day they were kept reasonably busy. Many more tickets were sold than were used, as many persons, for economy's sake, purchased packages. It is understood that the receipts for the day were about one thousand dollars."

The first person who purchased tickets on May 23d, according to the same authority, was Charles Gallagher, night clerk in the office of the *Republican*. In announcing this fact that paper added, "He was present waiting for the office to open, and has the following certificate to show the facts:

"Charles Gallagher bought first one dollar's worth of tickets and crossed the bridge.

(Signed)

F. W. GEISEKER.

"May 23, 1874."

On the 9th of June the first train of three passenger-coaches, in which was seated a select party of about fifty invited guests, connected with the track of the bridge-approach from the St. Louis and Vandalia Railway and crossed the river, running as far into the tunnel as Seventh Street.

At the suggestion of Sylvester H. Laffin, an imposing celebration in honor of the completion of the bridge was held on the Fourth of July, 1874. Barton Able, George Bain, and other leading citizens of St. Louis promptly seconded Mr. Laffin's proposition, and a meeting to take preliminary action was held at the Merchants' Exchange on the 13th of June. Capt. Barton Able presided, and George H. Morgan acted as secretary. A committee was appointed to make the necessary arrangements, and on the 13th a committee on programme, Chauncey I. Filley, chairman; a finance committee, Sylvester H. Laffin, chairman; and a committee on transportation, Capt. John N. Bofinger, chairman, were selected. On the 16th a committee on printing was appointed, with George H. Morgan as chairman, and Arthur B. Barret, afterwards mayor of the city, was made grand marshal of the day. Mr. Barret subsequently appointed Col. C. Maguire assistant marshal, and G. O. Kalb and Henry Benecke as adjutants. The committees as finally completed were composed of the following persons:

Committee of Arrangements.—Barton Able (chairman), George H. Morgan (secretary), S. H. Laffin, George Bain, John S. Cavender, W. H. Maurice, M. J. Lippman, Web. M. Samuel, D. P. Rowland, John B. Maude, R. M. Seruggs, C. O. Dutcher, John N. Bofinger, John W. Carroll, Chauncey I. Filley, L. L. Ashbrook, C. Maguire, John O. Farrar, Arthur B. Barret, J. O. Broadhead, S. E. Hoffman, L. S. Metcalf, C. M. Woodward, Charles Osborne, Henry Benecke, George D. Capen, C. L. Thompson, Henry T. Blow, Charles Speck, Isaac M. Mason, John Riggan, Jr., Robert A. Campbell, J. B. C. Lucas, H. Clay Sexton, L. Dorshimer, R. P. Tansey, Daniel G. Taylor, George Knapp, G. W. Fishback, William McKee, Charles A. Mantz, Stilson Hutchins, W. V. Wolcott, Emil Preetorius, A. J. Spaunhorst, Carl Daenzer, Henry Gams, Daniel Able, W. A. Brawner, H. M. Blossom, M. L. Cohn, D. R. Risley, John McDonald, Abram Nave, Thomas Kennard, G. W. Chadbourne, E. A. Carr, George I. Barnett, B. M. Chambers, W. H. Scudder, Daniel Catlin, Joseph Brown, L. A. Moffett, J. T. Hostenstein, C. B. Bray, Miles Sells, Gen. Grierson, Capt. Babbitt, Maj. E. B. Grimes, Gen. John Turner, Col. C. C. Penrose, Capt. William Hawley, James Doyle, John H. Beach, Charles Parsons, R. J. Lackland, J. G. Chapman, R. C. Clowry, John H. McCluney, G. O. Kalb, Wallace Delafield, H. W. Hough, W. A. Hargadine, John Cantwell, R. M. Renick, J. C. Cabot, George Minch, Charles P. Warner, James M. Brawner, W. H. Pulsifer, E. S. Walton, A. W. Slayback, H. H. Wernse, John G. Prather, A. B. Pendle-

"It has been stated, as we understand, that Mr. McMahon, a superintendent of the bridge, was the first man to cross. This is incorrect. Mr. McMahon purchased his ticket the night previous, and was not legitimately a passenger, being an employé of the company. Mr. Gallagher is clearly entitled to the honor."

ton, James B. Clemens, William H. Smith, Nicholas Wall, Fred. Von Phul, W. B. Thompson, Forester Dolhonde, Edmund Froehlich, N. Stevens, M. M. Buck, Herman Rehtien, Robert A. Betts, N. M. Bell, Goodman King, Joseph Franklin, C. N. Hohltzell, J. L. D. Morrison, Joseph A. Wherry, E. S. Miragoli.

Committee on Finance.—S. H. Laffin (chairman), John B. Maude, Chauncey I. Filley, George Bain, C. O. Dutcher, J. T. Howenstein, S. Metcalf, Arthur B. Barret, George I. Barnett, D. P. Rowland, W. A. Hargadine, John H. McCluney, Wallace Delafield, George D. Capen, C. L. Thompson, H. H. Wernse, L. L. Ashbrook, John Cantwell, W. A. Brawner, H. M. Blossom, M. L. Cohn, Thomas Kennard, Charles Speck, S. M. Dodd, H. W. Hough, A. W. Slayhack, John Kennard, C. B. Bray, E. S. Walton, James S. Brawner, W. B. Thompson, Robert A. Betts, Goodman King, Joseph Franklin, C. J. L. Hohltzell.

Committee on Fireworks.—S. H. Laffin (chairman), W. H. Maurice, John B. Maude, R. M. Scruggs, D. P. Rowland.

Committee on Programmes and Invitations.—Chauncey I. Filley (chairman), D. P. Rowland, John B. Maude, Arthur B. Barret, John W. Carroll, Barton Able.

Committee on Transportation.—Arthur B. Barret (chairman), John N. Bofinger, S. H. Laffin, R. P. Tansey.

Committee on Printing.—George H. Morgan (chairman), Leslie A. Moffett, J. T. Howenstein.

Committee on Decorations.—George I. Barnett (chairman), Dr. J. O. Farrar, Maj. E. B. Grimes, E. S. Miragoli, Charles Speck, Daniel Ahle, D. R. Risley, J. H. McCluney, C. B. Bray, G. O. Kalb.

Committee on Ordnance.—Capt. Bahhitt (chairman), S. H. Laffin, F. W. Fuchs, John B. Gray, John S. Cavender.

Committee on Music.—George Bain (chairman), G. H. Morgan, C. O. Dutcher, Rich. J. Compton.

Committee on Harbor and Police.—L. Dorsheimer (chairman), James Doyle, H. Rehtien.

Committee on Fire Department.—H. Clay Sexton.

Press Committee.—George W. Gilson, *Democrat*; George Mills, *Times*; C. Winter, *Westliche Post*; W. B. Stevens, *Dispatch*; J. G. Dill, *Republican*; T. Mitchell, *Globe*; C. D. Kargau, *Anzeiger*; Lewis Willich, *Amerika*; F. Haaron, *Courier*; Thomas J. Meek, *Journal*; Charles J. Oshorn, agent Associated Press.

The programme determined on comprised a procession, addresses, display of fireworks, etc. The east and west approaches to the bridge were elaborately decorated, and at the Third Street entrance a gigantic portrait of Capt. James B. Eads was displayed. Immediately underneath the portrait were exhibited two large symbolical figures, which represented Missouri and Illinois clasping hands. At the east end of the bridge, and just at the point where the two roadways separate and begin the descent to the Illinois shore, a great triumphal arch was erected, extending from side to side of the bridge, and surmounting a pavilion which separated the two passages of the arch was a colossal statue of the Goddess of Liberty. To the left of the Third Street entrance a platform was erected for the accommodation of the invited guests. Farther on, on the same side of the roadway, a series of elevated seats was provided on one of the buildings adjoining the bridge for the

families of the bridge officials. The decorations were of an elaborate and tasteful character, and on the morning of the Fourth of July, beneath a cloudless sky, presented a beautiful and imposing spectacle. Many buildings in the city were also decorated, and at Washington Avenue and Ninth Street a handsome triumphal arch was erected by St. Xavier's College.

On the wings of the east front the heraldic arms of the States of Illinois and Missouri were painted, with the legend above, "A link of steel unites the East and West;" and on the western front of the arch, tastefully decorated with evergreens and fifty feet high, a medallion portrait of Capt. Eads. On the wings were the following: "The Mississippi discovered by Marquette, 1673; spanned by Capt. Eads, 1874." "St. Louis founded by Laclède, 1764; crowned Queen of the West, 1874."

Salutes in honor of the bridge and the day were fired by Simpson Battery, under the direction of Lieut.-Col. F. W. Fuchs, inspecting and mustering officer for St. Louis City and County, who was placed in charge of the ordnance and firing for the occasion.

The battery consisted of four guns, four caissons, and fifty-six men, commanded by First Lieut. Charles Hiltwein and Second Lieut. A. B. Bayer.

At daylight a salute of thirteen guns was fired by the battery near the bridge for the old original States.

At nine o'clock A.M. one hundred guns were fired for the bridge, fifty on each side of the river, by the same battery, the firing being alternate, commencing with Missouri. At twelve o'clock (noon) a salute of thirty-seven guns for the States and Territories of the Union was fired on the Levee by the ordnance department of Jefferson Barracks, under command of Capt. Babbitt. At daylight a Federal salute, and at nine A.M. a national salute was fired by Gen. Grierson at the old arsenal grounds.

The procession moved at a few minutes past nine o'clock from the junction of Washington and Jefferson Avenues, headed by a squad of Metropolitan police under command of Capt. Huebler, and followed immediately by the grand marshal and his aids, twenty-two of whom were boys mounted on ponies and wearing uniforms of black jacket, white pantaloons, and red sash.

Next in order came the following organizations: Company of United States cavalry, Companies A and B National Guards, company of Uhlans, Knights of Pythias, Ancient Order of Hibernians, Knights of Father Mathew, Druids, Sons of Hermann, members of the French National Aid Society, Turners, Bohemian Gymnastic Club, Western Star Commandery (Knights Templar), Same (Encampment), United

Brethren of Friendship, Mutual Aid Society, Laborers' Aid Society, United League, No. 1, Real Estate and Beneficial Society, Old Temperance Society, preceded by the Bavarian Band, Irish American Benevolent Society, No. 1.

In addition to these societies the procession comprised the following organizations:

Merchants' Exchange, represented by a large banner bearing a picture of the Exchange, and the officers and members in carriages.

Fire Department, with engines and apparatus decorated with flags, wreaths of flowers, etc. H. Clay Sexton, chief, on horseback; Richard Beggs, J. W. Bame, and Jacob Trice, assistants, in buggies, and J. W. Tennelle, secretary, on horseback.

German Singing Societies, Professor E. Froelich, leader. The societies, headed by the New Orleans Orchestra, numbered six hundred men, and made a fine display with banners and decorations.

Mechanics' and Manufacturers' Exchange, with an Exchange building in miniature. The building had a large number of windows, each supposed to light the office of one of the many trades represented in the Exchange membership, and over each of these windows was painted the trade represented, such as "bricklayer," "carpenter," etc. Following this, in the order in which they were employed, were representatives on wagons in long procession of all the different processes necessary to the construction of a complete house,—architects, excavators, stone-masons, stone-cutters, brick-makers, bricklayers, architectural iron-workers, carpenters, stair-builders, roofers, tinners, lightning-rod men, plumbers, plasterers, gas-fitters, painters and glaziers, paper-hangers, grate and mantel manufacturers.

The marshal of this department was Henry Milburn, and the following were his aids: T. J. Flanagan, adjutant; Henry Perks, Lewis Luthy, James Gilfoyle, C. K. Ramsey, C. Franz, and C. Kammerer.

The directors of the Exchange preceded this portion of the procession in carriages. They were as follows: James Luthy, president; David Cavanaugh, C. H. Frank, J. H. Maurice, John Norris, William McCully, C. Lynch, T. P. McKelleget, James Garvin, Martin Ittner, John Stoddart, A. S. McBride, W. S. Stamps, secretary.

St. Louis Life Insurance Company, of which Capt. Eads was president, with a *fac-simile* of the company's building at Sixth and Locust Streets.

Independent Order of Odd Fellows, numbering from twelve hundred to fifteen hundred men.

Grand officers of Grand Lodge: L. T. Minturn, M. W. G. M.; Alfred Bennett, R. W. D. G. M.; J. S.

Maitland, R. W. G. W.; E. M. Sloan, R. W. G. Sec.; W. H. Thompson, R. W. G. Treas.; A. M. Alexander, M. C. Libby, R. W. G. Representatives; Rev. E. D. Isbell, W. G. Chap.; J. M. Gilkeson, W. G. Marshal.

Past Grand Masters: Gerard B. Allen, Elihu H. Shepard, Isaac M. Veitch, Henry Holmes, C. C. Archer, Isaiah Forbes, J. F. Sheifer, J. R. Lackland, Ira Stansberry, J. C. Nulsen, John Doniphan, E. M. Sloan, H. H. Bodeman, M. C. Libby, E. Wilkerson, W. H. Thompson.

Grand officers of Grand Encampment: J. J. Meier, M. W. G. P.; J. S. Maitland, M. E. G. H. P.; E. S. Pike, R. W. G. S. W.; R. E. McNuly, R. W. G. Scribe; William Berry, R. W. G. Treas.; Daniel Kerwin, E. R. Shipley, R. W. G. Representatives.

Past Grand Patriarchs: A. G. Braun, Alexander Peterson, Thomas Gerrard, A. G. Trevor, W. H. Woodward.

Uniformed Patriarchs: E. Wilkerson, chief marshal; A. G. Hequembourg, first assistant marshal (in command); F. A. Cavendish, second assistant marshal.

First Division, Daniel Kerwin, marshal; Second Division, Thomas Bennet, marshal; Third Division, Henry Diers, marshal.

United States officials. The custom-house employés exhibited a full-rigged brig, twenty-six feet long, emblematic of commerce, mounted on wheels, and drawn by eight horses. The vessel was named the "James B. Eads," and was "commanded" by Henry P. Wyman, special deputy collector. The post-office was represented by a six-horse wagon bearing the post-office seal, post-rider, railway train, and telegraph wire, with coat of arms of the United States, the whole decorated with flags, evergreens, etc., three messenger-wagons,—one each for North, South, and West St. Louis,—and one hundred letter-carriers, mounted and on foot.

Brewers' Association, with a representation of King Gambrinus on his throne, the king being personated by Jacob Schorr.

The various other trades and industries of St. Louis were also fully represented by delegations, with banners, appropriate devices, etc.

The St. Louis Rowing Club had a boat suspended to a wagon, with oars, flags, and other decorations. A number of the members of the club were in the boat, imitating nautical acts.

The Western Rowing Club had two boats and two teams, likewise accompanied by members of the club, and finely decorated.

The members of the City Council in carriages, and all the engines and hose-carriages in the city in holi-

day attire, led by Chief Sexton, were the closing features of the procession. The engines had hardly gotten into line, however, after waiting all the forenoon, when an alarm of fire was sounded from Seventeenth and Franklin Avenue. By a previous understanding, those engines which were already under head of steam responded to the alarm, and as they darted through the crowded streets with the horses at a gallop there was great confusion and excitement. No accidents happened, however, and order was soon restored, the procession ending as was laid down in the programme, after having passed through the principal streets in the city to the bridge.

One of the features of the celebration was the passage of a train of cars across the bridge from East St. Louis to the exit of the tunnel on the St. Louis side. The train was composed of fifteen palace sleeping-cars and three powerful locomotives, contributed by the Vandalia and Illinois Central Companies. The entire train was in charge of W. H. Finkbine, conductor on the Vandalia road for twenty-three years. His assistants were, on the first engine, No. 62, William Consen; second engine, No. 70, William Vansen. The brakemen were Job Graves, William Colburn, H. Schumaker, A. C. Thornton, H. W. Orvell, Thomas Mirton, John Brown, John Mallory, James Binkley, M. B. Mason, and Michael Brazill.

The officials of the Vandalia Railway on board the train in crossing were John E. Simpson, general superintendent; N. Stevens, general agent; and N. K. Elliott, master of transportation.

Among the passengers on the train were Senator L. V. Bogy, Hon. Silas Woodson, Governor of Missouri; Governor Beveridge, of Illinois; Governor Hendricks, of Indiana; Judge Napton, St. Louis; Judge H. M. Jones, St. Louis; Judge Hamilton, St. Louis; Judge John M. Krum, St. Louis; Hon. Hugh Moffat, mayor of Detroit; Hon. D. R. Wright, mayor of Oswego, Kan.; Hon. E. O. Stanard, Hon. James S. Rollins, Columbia, Mo.; Hon. George Bain, Capt. Bart Able, Web M. Samuel, president Merchants' Exchange, and many other leading citizens of St. Louis and elsewhere.

On the grand stand on the open area at the corner of Washington Avenue and Third Street, were seated the following persons, named in the order of their arrival: Gen. W. S. Harney, Hon. T. C. Harris, member of the Legislature from Phelps County; Hon. George B. Clark, State Auditor; J. H. Waugh, of Columbia; Hon. H. Clay Ewing, attorney-general of Missouri; ex-Governor B. Gratz Brown, Judge Samuel Treat, Hon. E. O. Stanard, Dr. Samuel Read, president of Missouri State University; Hon. John F. Cooke, British vice-consul; Gerard B. Allen, Capt.

James B. Eads, Barton Able, Maj. Grimes, United States army; Hon. James S. Rollins, Hon. L. V. Bogy, Col. R. B. Preece, of Columbia; Judge John M. Krum, Chauncey I. Filley, S. D. Barlow, George I. Barnett, Hon. N. M. Bell, Capt. Samuel Pepper, ex-Governor Thomas C. Fletcher, Judge Speck, Col. J. L. D. Morrison, William A. Lyneh, Governor Beveridge, of Illinois; Hon. John D. Perry, Rev. Dr. Brookes, Maj.-Gen. W. S. Hancock, Richard Dowling, J. Wilson McDonald, the sculptor; Hon. Web M. Samuel, president of the Merchants' Exchange; John Baptiste Hortey, the oldest native citizen of St. Louis; Unit Pasin, David A. Harvey, L. Harrigan, chief of police; William A. Cozens, Sullivan Blood, Samuel Hawken, Robert D. Sutton, H. B. Belt, David A. Harris, Arrible and Antone Cayore, J. H. Britton, James H. Heath, Hon. Charles H. Hardin and Hon. David Moore, of the State Senate; Col. Joseph L. Stevens, of Boonville; Capt. John Sibille, a veteran of the war of 1812; Gen. Nathan Ranney, Hon. Wells Blodgett, Hon. John F. Darby, Col. John L. Phillips, of Sedalia; John F. Tolle, United States Senator Ferry, of Michigan; Hon. Erastus Wells, W. Milnor Roberts, consulting engineer of the bridge, and C. Shaler Smith, engineer; Hon. H. C. Broekmeyer, United States collector; E. W. Fox, Col. D. M. Renick, Dr. Barret, S. H. Lafin, Col. R. A. Campbell, L. H. Murray, of Springfield, Mo.; D. Robert Barclay, Col. Ferdinand Myers, Dr. William Taussig, Carlos S. Greeley, Governor Woodson, Miles Sells, State Senator Allen, George Bain, Mayor Brown, Gen. Wilson, J. R. Lionberger, John Jackson, J. S. Welsh, N. S. Chouteau, Capt. Fitch, United States navy; J. F. How.

Among the ladies who graced the occasion with their presence were Mrs. Governor Woodson, Mrs. Governor Brown, Mrs. H. Clay Ewing, Mrs. J. H. Britton, Miss Hutt, of Troy, Mo.; Miss Fanny Britton, Mrs. C. K. Dickson, Miss Dickson, Miss Chouteau, Mrs. J. Jackson, Mrs. J. B. Eads, Miss Addie Eads, Mrs. J. H. Britton, Miss F. Britton, Mrs. J. R. Lionberger, Miss Lionberger, Mrs. William Taussig, Miss Taussig, Mrs. H. Flad, Miss Flad, Mrs. G. B. Allen, Miss Hodgman.

The exercises opened with prayer by Rev. Dr. Brookes, after which addresses were delivered by Capt. Barton Able, Hon. Joseph Brown, mayor of St. Louis, Governor Beveridge, of Illinois, Governor Woodson, of Missouri, Hon. B. Gratz Brown,¹ Capt.

¹ In the course of his address Governor Brown gave an interesting sketch of the legislation of Congress in relation to the bridge, as follows: "Ever since the earliest act incorporating St. Louis the necessity of establishing some permanent way

James B. Eads,¹ Governor Hendricks, of Indiana, and Hon. Thomas W. Ferry, of Michigan. The speeches were varied with singing by the various singing societies present, led by Professor E. Froelich.

across the great river has impressed itself upon the minds of our people. On two or three occasions this has taken shape in charters proposed or passed by the Legislatures of the adjoining States, but as they were necessarily inoperative in the absence of any congressional sanction, they failed to attract investment. At length, however, the demand for greater facilities of transit forced itself into national importance, and in commemoration of the enterprise it may be stated that it was on the 4th day of December, 1865, that notice was given in the Senate of the United States of intent to bring in a bill to authorize the construction of a bridge across the Mississippi River at the city of St. Louis. On the 18th day of December the bill was presented and appropriately referred. It was reported back from the committee March 22, 1866, and laid over until a subsequent day for action. The discussion which followed was animated, elicited much hostile criticism, and the bill was only passed after an elucidation which seemed to render it innocuous in the eyes of its most violent opponents. Subsequently a bill relating exclusively to bridges and post-routes on the upper Mississippi came back to the Senate from the House of Representatives, and was referred to the Committee on Post-offices. The bill, which had passed the Senate, it was found had been suppressed in the committee of the House. The situation was critical, the calendar was loaded down, the session was closing. It was then that the appeal was made to the committee in the Senate to engraft by way of amendment the Senate bill upon the House bill, and after much controversy this was finally assented to, so reported back and passed, the House concurring therein in the expiring hours of the Congress.

"It was in virtue of riparian rights conceded by Illinois and Missouri, under the sanction of an act of the National Congress, and sustained by the indorsement of our own Chamber of Commerce, that this bridge was undertaken. Historically, therefore, it seemed to grow out of the necessities of the age. But the point to which I wish to invite your attention is this, that, so great was the antagonism from rival commercial routes, it was only when the provisions of the congressional act had been made to declare that the central span should not be less than five hundred feet nor the elevation less than fifty feet above the city directrix that hostility could be so allayed as to permit the passage of the bill. It was upon the tacit assumption by its opponents of its utter impracticability that antagonism gave way. In fact, the utterance was then and there boldly made that the genius did not exist in the country capable of erecting such a structure. Others, however, had more faith, and to-day you behold the accomplishment of what was thus derided as impossible; you see the requirement of the law fulfilled in all its strictness; you see those spans of five hundred feet leaping agile from base to base; you see those tapering piers hedged on the immovable rock, deep down below the homeless sands, and rising to gather the threads of railways and roadways high in the upper air; and you see, caught as if by inspiration, beauty there in all its flowing proportion, and science there in its rare analysis of the strength of materials, and an endurance there for all time in its bond of iron and steel and granite to resist force and fire and flood."

¹ With regard to the permanence of the structure, Capt. Eads said, "I am justified in declaring that the bridge will exist just as long as it continues to be useful to the people who come after us, even if its years should number those of the pyramids. That

In addition to the ceremonies at the bridge, there was a display of steamboats in the harbor, which were arranged near the bridge according to "the rainbow plan," the boats taking position in three tiers, the smallest vessels being in front.

At night there was a grand display of fireworks from the bridge, among the pieces being a representation of the bridge itself, a colossal statue of Washington, a grand "Temple of Honor," with a statue of Capt. Eads in the centre, and a representation of the new Chamber of Commerce building.

The bridge as it now stands is one of the marvels of modern engineering. It is a two-story structure, the great arches which we have described carrying double-track railways, and above, a broad highway seventy-five feet in width. On this are promenades on either side and four tracks or iron tramways for street-cars and ordinary road-wagons. Thus four vehicles may be hauled abreast along this spacious elevated roadway and then not blockade it so as to prevent persons passing on foot and on horseback.

This roadway is formed by transverse iron beams twelve inches in depth, supported by iron struts of cruciform sections resting on the arches at the points where the vertical bracings of the latter are secured. The railways beneath are carried on transverse arch-like beams of steel secured to the struts, which, based upon the arches, support the right of the carriageway, as well. Between the iron beams forming the roadways four parallel systems of longitudinal wooden members are introduced, extending from pier to pier, which serve the purpose of maintaining the iron in position. The ends of these wooden beams rest upon the flanges of the beams, and are thus secured from moving. On these the sills of the roadway and the cross-ties of the railways are laid. From the opposite ends of the iron beams, a double system of diag-

its piers will thus endure but few will doubt, while the peculiar construction of its superstructure is such that any piece in it can be easily taken out and examined, and replaced or renewed, without interrupting the traffic on the bridge. The effect of temperature upon the arches is such that in cold weather the lower central tubes and the upper abutment tubes composing the spans are so relieved of strain that any one of them may be uncoupled from the others and easily removed. In hot weather the upper ones of the centre and the lower ones near the piers may be similarly removed. In completing the western span, two of the lower tubes of the inside ribs near the middle of the span were injured during erection, and were actually uncoupled and taken out without any difficulty whatever after the span was completed, and two new ones put in their place within a few hours.

"This is a feature in its construction possessed by no other similar work in the world, and it justifies me in saying that this bridge will endure as long as it is useful to man."

onal horizontal iron bracing serves to bind the whole firmly together, and gives additional support against wind-pressure.

The calculation made for the strength of the bridge was that it should carry the weight of the greatest number of people who could stand on the roadway above, and at the same time have each railway track below covered from end to end with locomotives, and this enormous load to tax the strength of the bridge to the extent of less than one-sixth of the ultimate strength of the steel of which the arches have been constructed. It is computed that the ultimate strength of the material of which this structure is composed will sustain on the three arches twenty-eight thousand nine hundred and seventy-two tons before it would give way under it. The maximum load, however, which can be allowed on the bridge at any one time is much less than the enormous burden which we have mentioned. The weight of the bridge and the load which it should sustain at the maximum of the allowance for perfect safety is $7\frac{2}{10}$ tons per lineal foot, or about 10,865 tons. The thrust of each end of the arch is received on a surface of granite equal to 24 square feet, and as each span has four arches, it follows, therefore, that the thrust of the arches is received on a surface of 576 square feet of granite. At 10,000 pounds to the square inch—a low rate of strength for granite—to crush it 414,770 tons would be required. A weight so enormous could never be placed on the piers or arches. No danger then exists of the piers being crushed by the tremendous thrust of the immense five hundred feet arches.

There is no other bridge of the arch or truss pattern which can be compared to this. The Kuilnburg bridge across the Leek, an arm of the Rhine, or rather the Zuyder Zee, in Holland, which is one of the most famous structures of the kind in Europe, is a truss bridge of 515 feet span. The Menai bridge is an arch of 500 feet.

The eastern approach is a great work apart from the bridge to which it leads. This portion of the work was executed by the Baltimore Bridge Company, under the supervision of Col. C. Shaler Smith. The grand highway, leaving the stone arch supports on the East St. Louis side, is carried across a space of some sixty feet on immense steel columns, which support great iron girders. About eighty feet from the stone arch the road divides, and begins to descend at the rate of about three feet to the hundred. This division was rendered essential in order to conduct the railway tracks along at a rate of descent of about one foot to the hundred. About four hundred feet to the eastward of the bridge proper the highways and rail-

road tracks are on a level. But the railways from that point eastward, because of its easier grade, are elevated above the roadways on either side. At Third Street, East St. Louis, the highways are terminated on the level of the street. Where the grade of the railways rises about ten feet above the grade of the carriageways there is a broad level platform, and a double roadway turns westward under the railway and reaches the grade of the street on Second Street. The roadways from this turning platform are continued on to the level of Dike Avenue beyond, about two hundred feet. The railways are conducted over Dike Avenue, East St. Louis, on an iron viaduct, at a grade of one foot to the hundred, about three thousand feet, to the east bank of Cahokia Creek, where it attains the level of the concentrating railways. The railways and the roadways as well turn an easy curve to the northeast when about two hundred and fifty feet east of the stone piers. This approach of itself is a great work splendidly accomplished.

The situation of the bridge and the peculiar topography of the city made it impossible that the work could be accomplished without rendering the construction of a subterranean approach necessary. If the bridge had been built on a more elevated plan it would have necessitated the passage of steam-propelled trains across and through the thronged thoroughfares of a populous city. Had the bridge been located at Bidde or Bates Street it would have been necessary to carry the railways over the streets and on out Cass Avenue, a much-traveled thoroughfare. The height of the bridge above the water is the minimum which a due regard for the great navigation interests of the river would have permitted. The western landing of the bridge is on one of the highest points of Third Street. The grade brings the highway from the bridge arches down to the level of this street, leaving at that place a depth of fourteen feet in which to commence the underground passageway from the bridge to the Mill Creek valley. It seems as though nature intended that in St. Louis a mighty railway interest should concentrate and be provided with facilities for the transaction of business without interfering with intercommunication in the city. In the future, even more than now, will the selection of a location for the bridge, which necessitated a tunnel, be esteemed the wisest that could have been made. The great traffic of the railways can go on and the thronging myriads of the city's population will rush along undisturbed by the trains that carry the products of a vast continent underneath the ground.

It was early seen that an approach tunnel would have to be built to get trains to the western terminus.

of the bridge. Indeed, that followed inevitably the Eads location of the bridge itself. For the construction of the tunnel a company was organized with Dr. William Taussig as president.

After mature consideration a plan was drawn up which involved the building of a double tunnel, and was adopted. A route along Washington Avenue to Seventh Street, with a curve from that point to Eighth and Locust Streets, thence down Eighth Street to Poplar, was selected, and arrangements perfected to put the work under contract.

The necessary financial arrangements, surveys, and estimates having been made, the tunnel company, in the autumn of 1872, awarded a contract to Messrs. Skrainka & Co., who, after working several months, threw up the contract, which was then awarded to James Andrews, of Allegheny, Pa. The new contractor set about the execution of the task April 16, 1873, with great energy. A large number of laborers were employed, and the work of excavating the great tunnel and building the huge stone walls to support the heavy arches was pushed forward with great rapidity.

It was no small task the contractor had assumed. Before it was completed there had been removed two hundred and fifteen thousand cubic yards of earth from the tunnel canal, and the stone masonry required on the work was fifty thousand cubic yards. Thirteen millions of bricks have been used in the arches of this great underground passageway. The whole length of the tunnel is four thousand eight hundred and eighty feet, or sixteen hundred and twenty-three yards and one foot, almost one mile. There are two tunnels really, divided by a heavy wall which supports the arches that spring from it in either direction. The width of these tunnels is fourteen feet each, except at the curve, where they are fifteen feet wide. From the top of the rail to the interior crown of the arches the height is sixteen feet six inches.

The arrangement of a double tunnel covered under the street by two longitudinal arches not only renders collisions in the tunnel absolutely impossible, but also greatly increases the strength of the arches, which not only support their own weight, but must carry the weight of the streets and the immense traffic of the most traveled thoroughfare in the city. On Eighth Street between Locust and Olive, the location of the new post-office, the roof of the tunnel is composed of immense longitudinal iron girders, supported on heavy cast-iron pillars. On these longitudinal sills of iron rest lateral girders scarcely less ponderous. The spaces between these are filled by transverse brick arches. At this point the roadways open wider so as

to admit of the exchange of mails. By means of hopper-like receptacles the mail on the cars may be completely discharged in thirty seconds, and a similar place of deposit for the outgoing mails enables the train agent to get the bags on board in about the same time.

The distance from the entrance of the tunnel at its southern terminus to the northern terminus of the railway approach east of Cahokia Creek, East St. Louis, is eleven thousand feet, which is three thousand six hundred and sixty-six yards and two feet, or two miles, one hundred and forty-six yards, and two feet. This is really the length of the bridge railway.

The last stone for the arches of the tunnel was placed in position Thursday, June 24, 1874. During the progress of the work two serious mishaps to the tunnel delayed operations for a time. In 1873 about two hundred feet of the massive stone wall of the open cut was overthrown during a great rain-storm by the tremendous pressure of twenty-eight feet of water collected behind. In the winter of 1874 a serious break in the completed tunnel took place on Washington Avenue above Sixth Street. These were repaired. In the first case the wall had to be rebuilt, in the last the arch was taken out, the wall strengthened, and the arch replaced. Notwithstanding so many men were employed, and there was so large an amount of work, there were comparatively few fatal casualties. The railway tracks were completed through the tunnel in July, 1874.

On the 20th of December, 1878, the bridge was sold under foreclosure of mortgage, at the east front of the court-house, a little after twelve o'clock. The sale was in virtue of a decree of the United States Circuit Court, rendered on the 17th of October, in the suit of John Pierpont Morgan and Solon Humphreys against the bridge company and others. Ezekiel W. Woodward was the commissioner appointed to make the sale, and the property to be sold included the bridge proper, its approaches in St. Louis and East St. Louis, and all its appurtenances, franchises, and other property. The terms of the sale were fifty thousand dollars to be paid in bidding off the property, and the balance in the manner described in the decree of the court. The purchaser was also to pay in cash, on the confirmation of the sale by the court, the costs of the suit, including the expenses of sale, commissions to the trustees, and fees to the solicitors and counsel as determined by the court, and in addition to and over his bid, in cash, the amount of the certificates of the indebtedness of the receivers in the suit that were outstanding and amounting to three hundred and fifty thousand dollars, more or less.

Bidding was invited, and Charles B. Tracy bid two million dollars. There the matter hung, and all the eloquence of the auctioneer was futile to procure another bid. When it became quite certain that no advance would be made on Mr. Tracy's bid, the auctioneer, with the usual warning of "once, twice, three times," knocked down the bridge at two million dollars. The name being called for, Mr. Tracy announced Anthony J. Thomas, of New York, as the purchaser. On inquiry Mr. Thomas was ascertained to be a merchant in New York, who had bought the bridge for the first mortgage bondholders, who were also the principal, if not the sole, holders of the second mortgage bonds.

E. W. Woodward stated subsequently that the bridge had failed to yield enough money to pay the interest on its indebtedness. There were three mortgages. The fourth one was canceled and wiped out of existence. The suit for foreclosure was brought by the first and second bondholders jointly. The bridge company organized soon after the sale by the election of J. Pierpont Morgan and Solon Humphreys, of New York; and Gerard B. Allen, Julius Walsh, and Ezekiel W. Woodward, of St. Louis, as directors. The new company thereupon elected the following officers: Solon Humphreys, president; Ezekiel W. Woodward, vice-president; Edward Walsh, secretary; and Anthony J. Thomas, treasurer.

On the 1st of July, 1881, the bridge was leased to the Missouri Pacific and Wabash, St. Louis and Pacific Railway companies at an annual rental equaling interest on bonds, semi-annual dividends on first preferred stock at the rate of five per cent. per annum for three years to and ending in July, 1885, and thereafter at the rate of six per cent.; and semi-annual dividends of three per cent. on second preferred stock, the first payment to be made July 1, 1884. Dividends payable in gold free of all charges. The companies further agreed to pay all taxes, assessments, and other charges; to pay two thousand five hundred dollars a year for maintaining organization, and to provide and maintain offices for the company in St. Louis and New York. In addition it is provided that the bonds of the company as they mature shall be paid by the lessee companies. The funded debt consists of \$5,000,000 seven per cent. gold bonds, dated April 1, 1879, due 1928; interest payable April and October; first preferred stock \$2,490,000; second preferred stock \$3,000,000; common stock \$2,500,000. The directors of the St. Louis Bridge Company in 1882 were Solon Humphreys, J. Pierpont Morgan, New York; E. W. Woodward,

Gerard B. Allen, Edward Walsh, Jr., St. Louis, Mo.; President, Julius S. Walsh, St. Louis.

One of the most active and energetic promoters of the great bridge enterprise was John R. Lionberger, who was a director of the company from its incipiency, and a member of the executive and construction committee. Mr. Lionberger was a stanch, unwavering supporter of the project through its darkest hours, and contributed his share and something more towards providing means to resume work on the bridge and push its construction to completion.

John Robert Lionberger was born in Virginia, Aug. 22, 1829. As the name indicates, his father was of German, his mother of English-Scotch descent;—a mixture of blood calculated to produce an enterprising and aggressive race. His father was engaged in mercantile business in Virginia, which he resumed upon the removal of the family, in 1837, to Boonville, Cooper Co., Md.

Up to the age of sixteen young Lionberger attended the noted Kemper's Academy in Boonville, and subsequently entered the University of the State of Missouri at Columbia, and took a classical course. Although thus equipped with an education which fitted him for a professional career, his tastes led him to engage in mercantile pursuits, and he spent some years thus occupied at Boonville. The small and quiet town, however, offered at best only a limited prospect to a young man of energy and enterprise, and in 1855 he removed to St. Louis, and established the wholesale boot- and shoe-house of Lionberger & Shields, on Main Street. This partnership lasted some two years, when Mr. Lionberger purchased Mr. Shields' interest, and for some time managed the business as sole proprietor under his own name. Subsequently junior partners were admitted, and the firm became known as J. R. Lionberger & Co., under which title it flourished until 1867, when he retired, leaving to his associates a well-established and prosperous trade, and having made for himself a fortune and reputation for rectitude and business sagacity second to none of the merchants of that period.

But in retiring from trade he did not retire from business. On the contrary, he immediately entered upon a field of much greater activity, and thenceforth his energies were exerted in connection with many enterprises of great public importance, and promising much to the city of his adoption. All the great projects of the past twenty-five years have had his earnest and energetic support. He has been foremost in developing the transportation system of St. Louis, and was specially prominent in the affairs of the North Missouri Railroad. When the fortunes of that road were



Mr R Lionberger

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at a low ebb, the company with which he was identified took the road and completed it to Kansas City and the Iowa State line. As has been seen, he was very active and efficient in promoting the construction of the bridge across the Mississippi. He was also a director of the Chamber of Commerce Association, and a member of the building committee which supervised the erection of the Merchants' Exchange, perhaps the most stately and ornamental structure of which the city can boast. He is a member of the Board of Trade, and has served it in many honorable and useful capacities; was a delegate to the Boston Convention of the National Board, and was also its representative in the New Orleans Convention, where his fellow-delegates showed their estimation of his character as a representative business man of St. Louis by electing him their chairman. It may therefore be said without exaggeration that in all matters relating to the public welfare, and in all enterprises undertaken for the benefit of the city, Mr. Lionberger has manifested the keenest interest, and has contributed generously of his own means towards any object that seemed likely to build up St. Louis.

One of the later enterprises which he has assisted, and one of the most important, is the Union Depot and Shipping Company, which in 1881 erected a warehouse with an elevator five hundred by seventy feet, and four stories high, with an elevator capacity of seven hundred and fifty thousand bushels of grain. Other corporations with which Mr. Lionberger has been connected have done much to improve the city in the erection of tasteful and ornamental buildings.

When the street railway system was introduced, Mr. Lionberger at once appreciated its importance as an agency in developing the city, and promptly gave it his attention and support. He is a large owner of street railway stock, and his efforts have always been directed towards the management of the street car companies with reference to the convenience of the community.

Mr. Lionberger was one of the organizers of the Safe Deposit Company, one of the most substantial corporations of its kind in the country, and has been its president for several years. He was also one of the organizers of the old Southern Bank in 1857, served actively as a director, and was for many years its vice-president. When in 1864 it organized under the National banking law and became the Third National Bank, Mr. Lionberger retained his interest in the corporation, and in 1867 was elected president, a position which he held until 1876, when he resigned and made a long European journey. On his return from abroad he was elected vice-president, in

which position his judgment and foresight have contributed largely towards making the bank one of the strongest and most highly respected financial institutions in the Mississippi valley. In December, 1882, after twenty-five years of continuous service in different capacities, he resigned the vice-presidency and directorship in this institution.

In 1852, Mr. Lionberger married Miss Margaret M. Clarkson, of Columbia, Mo., a lady of engaging and estimable qualities, and their union has yielded four children.

The many public positions which Mr. Lionberger has held have exposed him to the severest scrutiny of the community, which has only served to demonstrate his sterling integrity, and to set forth conspicuously his pure and unblemished character. As a public-spirited man, he occupies a prominent place among the citizens of St. Louis, while in private life he is esteemed for his engaging qualities of head and heart. His work is not yet finished, and if the past is any augury of the future, it may be assumed that he will for many years to come be heard of in connection with schemes to advance the public good and further still more the "manifest destiny" of St. Louis.

CHAPTER XXVII.

NAVIGATION ON THE MISSISSIPPI RIVER.

AFTER the bark canoe, in the progress of navigation on the Mississippi, came the Mackinaw boat, carrying from fifteen hundredweight to three tons, and then the keel-boat, or barge, capable of carrying from thirty to forty tons. The first appearance of the keel-boat on the Mississippi above the mouth of the Ohio of which there is any account was in 1751, when a fleet of boats, commanded by Bossu, a captain of French marines, ascended as far as Fort Chartres. This enterprise, also, was the first to ascertain by actual experience the perils of navigating the Mississippi. One of the boats, the "Saint Louis," struck a sand-bar above the mouth of the Ohio, and was unladen and detained two days. Three days later, says the traveler, "my boat ran against a tree, of which the Mississippi is full; . . . the shock burst the boat, and such a quantity of water got in that it sunk in less than an hour."¹ This was probably the first commercial boat "snagged" on the Mississippi. From three to four months were required to make a voyage from New

¹ Bossu, vol. i. p. 114.

Orleans to the settlement in the vicinity of St. Louis. For years afterwards, and until the era of steam navigation, a journey on the river was a matter of no small moment, serious consideration, and prudent domestic and personal preparation. It had to be made on craft of a peculiarly constructed and constricted form, having but limited living arrangements, and of slow, uncertain progress, where, besides being deprived of the usual comforts of even an ordinarily-supplied home, the traveler was thrown into immediate association with a wild, reckless, rollicking set of *voyageurs*, whose manual labors alone aided or urged the craft, either with or against wind and current, by the use of oars, poles, and other contrivances. The shippers on these boats, after forwarding their goods and products thereon, were satisfied to have returns therefrom in five or six months after the shipment, and not very much surprised or disappointed when they heard that boat and cargo were resting quietly on the bottom of the river, near the foot of some snag, or upset in a storm, or reposing high and dry on a sand-bar, where they must remain till the next high water floated them off. True, such disasters and delays were not always attendant upon this mode of navigation,—if they had been, the whole system would have fallen into disuse very soon and altogether,—but they were of frequent occurrence, and were viewed as being, more or less, a natural result of the primitive powers and material they were compelled to bring into service.

Flat-boats (of about the same model we have now) and barges were the kind of craft mostly in use on the Ohio and Mississippi and their navigable tributaries at the beginning of the immigration and settlements along those rivers, in the early part of this century, and for several of the closing decades of the previous century, the former for transporting their few marketable products, and for the conveyance of families and stock to new settlements that could be reached, or mainly so, by water. As the country became more populous and developed, the interchange of products and manufactures became a desirable necessity, especially along and with the southern coasts and towns. For this purpose barges were introduced and made common carriers, up and down, and from point to point. Like flat-boats, they were broad and square at the ends, but were raked fore and aft, and instead of being entirely covered in, not more than half their hull was decked over, and on the part thus decked a cabin was placed for the use of the crew and such few passengers as might venture with them. The remainder was left open, or only oar-decked, where was stored the cargo, which was covered with some suitable material to protect it from the weather. The

space under the cabin was devoted to stowage also. Being designed for continued and active service, they were stronger, better built, and more properly fitted out for navigation than flat-boats, and instead of being sold at the end of the trip for whatever they would bring, or otherwise disposed of (as the flat-boat was), were brought back to their home-ports by the crew, against winds and current, by a constant and arduous heaving on oars, poles, and cordelles, with an occasional use of the sail when the breeze was sufficiently strong and favorable. Many of these crafts were owned and run by individuals who made barging their avocation, and in person commanded and controlled their operations, but established lines of barges (not regular) owned by companies or firms were not uncommon from the principal towns of the upper rivers to New Orleans, the boats of which were placed in charge of competent men experienced in river navigation, who acted as *patroon* (captain) and pilot, aided by a crew of their own selection. These boats carried from one hundred to two hundred tons, and some as much as four hundred, but not many, the latter being too unwieldy and unmanageable, and difficult to land except in high water. The trip down, say from Cincinnati or St. Louis to New Orleans, was made in about five weeks, unless they were favored with bright nights, when it would be made more quickly. The return occupied eighty or ninety days, and frequently much longer. The crew was eight to fifteen men on the downward and twenty to thirty-six on the upward trip. Fast time was frequently attempted, and often successfully performed according to the prevailing ideas. A quick trip was made in February, 1811, by the keel-boat "Susan Amelia," which descended from the Falls of the Ohio to Natchez in fourteen days and five hours. This trip was a famous one in its day, and the boat's time from and to different points was made the standard of swiftness for many years, as was that of the steamer "J. M. White" in a later day. But it was deemed a very risky and imprudent exhibition by the cautious men of the time. An old river chronicler in speaking of it said, "Nothing ought to induce such running but a case of life and death."

"Before the panting of the steam-engine was heard on these (Western) waters," says *Lloyd's Steamboat Directory*, "the only river contrivance for conveyance of freight and passengers was a species of boat called a barge, or *bargee*, according to French nomenclature. The length of this boat was from seventy-five to one hundred feet; breadth of beam from fifteen to twenty feet; capacity from sixty to one hundred tons. The receptacle for the freight was a large covered coffer,

called the cargo-box, which occupied a considerable portion of the hulk. Near the stern was an apology for a cabin, a straitened apartment six or eight feet in length, in which the aristocracy of the boat, viz., the captain and *patroon*, or steersman, were generally quartered at night. The roof of the 'cabin' was slightly elevated above the level of the deck, and on this eminence the helmsman was stationed to direct the movements of the boat. The barge was commonly provided with two masts, though some carried but one. The chief reliance of the boatmen was on a square sail forward, which when the wind was in the right direction accelerated the progressive motion of the boat and relieved the hands, who at other times were obliged to propel the barge by such laborious methods as rowing, warping, and the cordelle."

Keel-boating proper was an institution of a later day. The keeled craft were not in general use on the rivers until 1808-9, though all the early river navigation is now referred to under the generic term of keel-boating. Naturally the bargemen became the keel-boatmen; the commercial interests, designs, and working of the two modes were, in fact, about the same, and, for all the purposes of the present sketch, essentially alike. But keel-boats were much of an advance over barges in celerity and diminution of time and labor. They were longer and narrower, had a keel-shaped, instead of a broad flat bottom, carried as much freight on a less amount of current expenses, furnished less resisting surface, and therefore were more easily handled in cross currents, bends, and other places requiring speedy movement, made quicker trips, and for several other good reasons became in a short time after their introduction the universal freight-carriers, holding their position as such for nearly twenty years, or until the running of steam-craft came with a sufficient frequency and tonnage to supply the demands of commerce, when of course they were abandoned for the superior advantages offered by steam-boats. They were also generally quite artistically built, presenting a neat appearance on the water, in many respects resembling the canal-boats of this day. As a rule, however, the river-craft was unshapely and cumbrous. The lines of least resistance were not then understood, and different kinds of boats were used according to the needs of the locality and the nature of the freight, including canoes, pirogues, barges, keel- and flat-boats. "The Indian birch canoe was ordinarily thirty feet long, four feet wide in the broadest part, two and a half feet deep in the centre, and two feet deep at each end. The pirogue was larger than the canoe, but smaller than the other boats. The barge was wider, but not so long

as the keel-boats, and was chiefly used between St. Louis and New Orleans. The barges sometimes had a capacity of forty tons. The boats designed for the Indian trade were of peculiar construction, from forty to sixty feet in length, with low sides and a bottom almost flat. Their narrowness and light draught fitted them for swift or shallow water. In ascending the river, the boatmen, in order to prevent a useless expenditure of strength, avoided the rapid current of the channel of the river and sought the slower water near the shore; and in order that they might approach close to the bank, the boats were constructed with a flat bottom and provided with short oars. The low side of the boat, by bringing the oarlock nearer to the water, lessened the resistance, and consequently lightened the labors of the rowers. The capacity of these boats varied from fifteen thousand to twenty-five thousand pounds, and the size of the crew was determined by the allowance of one boatman for every three thousand pounds of freight. The oarsmen were generally Creoles and French mulattoes.

"The crookedness of the Mississippi between St. Louis and New Orleans necessitated long détours. In one place a circuit of fifty-four miles represented an actual gain of only five miles; at another point the neck of a bend thirty miles long was but a mile and a half across. In ascending these bends the boats always avoided the concave side of the stream, for the double purpose of escaping the force of the current and the peril of caving banks. Large masses of earth undermined by the action of the water sometimes fell suddenly into the river, and a boat overtaken by such an accident was in imminent danger of submersion. In order to shun this risk, as well as to avoid the main current of the stream, the boats kept close to the convex bank of the bends. The extreme crookedness of the river necessitated frequent crossings, and it has been stated that the number of times a boat was compelled to cross the Mississippi in the ascent from New Orleans to St. Louis was three hundred and ninety. These crossings, and the distance that a heavily freighted boat would be borne down stream in going from one side to the other, added nearly five hundred miles to the length of the voyage. In descending the river the boatmen reversed their course of action, and followed the concave side of the bends in order to avail themselves of the effective aid of the current. In violent storms or high winds, when it was not safe to move, the boats were fastened to trees on the opposite bank.

"A voyage from St. Louis to New Orleans and return occupied from four to six months; consequently

only two round trips could be made in a year. Even with the assistance of sails, a row-boat could not make the ascent in less than seventy or eighty days. A keel-boat could be brought by cordelle from Louisville to St. Louis in twenty-five days."¹ In addition to the use of sails and oars, "warping," "cordelling," and "poling" were employed as means of propulsion. "In 'warping' a long rope was fastened to some immovable object on the bank, and then the crew, standing in the bow and pulling hand over hand, drew the boat forward; the hands of the crew serving the purposes of a capstan. The progress was slow but steady. In 'cordelling' the crew walked along the bank and drew the boat after them by means of a rope. It was, in fact, identical with canal-boat navigation, except that the motive-power was men instead of mules or horses. 'Poling' consisted in pushing the boat up stream by the aid of long poles. The men successively took their places at the bow, and firmly resting their poles on the bed of the river, walked towards the stern pushing the boat forward. Whenever a man reached the stern, he pulled up his pole and ran rapidly back to resume his place in the line. Hence the spaces on each side of the boat where this constant circuit was going on were called the 'running boards.'"²

The boatmen were a class by themselves, a hardy, adventurous, muscular set of men, inured to constant peril and privation, and accustomed to severe and unremitting toil. For weeks, and even months at a time, they saw no faces but those of their companions among the crew or in some passing craft, and their days from dawn until dark were spent in constant work at the oars or poles, or tugging at the rope either in the boat or on the shore, as they were employed either in warping or cordelling. At night, after "tying up," their time was generally spent in gaming, carousing, story-telling, etc., the amusements of the evening being varied not infrequently with a fisticuff encounter.

The labor involved in their occupation was of the severest character, and the constant and arduous exercise produced in most of them an extraordinary physical development. So intense was the exertion usually required to propel and guide the boat that a rest was necessary every hour, and from fourteen to twenty miles a day was all the progress that could be made against the stream. The sense of physical power which naturally accompanied the steady exercise of the muscles inspired the average boatman not merely with insensibility to danger, but a bellicosity

of disposition which seems to have been characteristic of his class. The champion pugilist of a boat was entitled to wear a red feather in his cap, and this badge of pre-eminence was universally regarded as a challenge to all rivals.³

In summer the boatmen were usually stripped to the waist, and their bodies, exposed to the sun, were tanned to the swarthy hues of the Indian; in winter they were clothed in buckskin breeches and blankets, (capots), a grotesque combination of French and Indian styles which gave their attire a wild and peculiar aspect. Their food was of the simplest character. "After a hard day's toil," says Monette,⁴ "at night they took their 'fillee' or ration of whiskey, swallowed their homely supper of meat half burned and bread half baked, and retiring to sleep they stretched themselves upon the deck without covering, under the open canopy of heaven, or probably enveloped in a blanket, until the steersman's horn called them to their morning 'fillee' and their toil.

"Hard and fatiguing was the life of a boatman, yet it was rare that any of them ever changed his vocation. There was a charm in the excesses, in the frolics, and in the fightings which they anticipated at the end of the voyage which cheered them on. Of weariness none would complain, but rising from his bed at the first dawn of day, and reanimated by his morning draught, he was prepared to hear and obey the wonted order, 'Stand to your poles and set off!' The boatmen were masters of the winding horn and the fiddle, and as the boat moved off from her moorings, some, to cheer their labors or to 'scare off the devil and secure good luck,' would wind the animating blast of the horn, which, mingling with the sweet music of the fiddle and reverberating along the sounding shores, greeted the solitary dwellers on the banks with news from New Orleans."

Levity and volatility were conspicuous traits of the boatman's character, and while he was willing to perform excessive and long-continued labor, he would render such service only to a "patroon" whom he respected. In fine, the average keel-boatman was cool, reckless, courageous to the verge of rashness,

³ "Their athletic labors gave strength incredible to their muscles, which they were vain to exhibit, and fist-fighting was their pastime. He who could boast that he had never been whipped was bound to fight whoever disputed his manhood. Keel-boatmen and bargemen looked upon flat-boatmen as their natural enemies, and a meeting was the prelude to a 'battle-royal.' They were great sticklers for 'fair play,' and whosoever was worsted in battle must bide the issue without assistance."—*Monette's History of the Valley of the Mississippi*, p. 20.

⁴ *Ibid.*, pp. 19 and 20.

¹ Professor S. Waterhouse.

² *Ibid.*

and pugnacious, but, notwithstanding certain grave shortcomings, an unmitigated hater of all the darker shades of sin and wrong-doing, such as stealing, robbing, and murdering for plunder, crimes that in his day were frequently and boldly perpetrated along the sparsely-settled banks and at lonely islands of the Ohio and Mississippi Rivers.

"The departure of a boat was an important incident in the uneventful village life of St. Louis. On such occasions it was customary for their friends to assemble on the banks to bid adieu to the *voyageurs*. Sometimes half the population of the village was present to tender their wishes for a prosperous trip.

"For years it was believed that no keel-boat could ascend the Missouri. The rapidity of the current was supposed to be an insuperable obstacle to navigation by such craft. The doubt was settled by the enterprise of George Sarpy, who sent a keel-boat under Capt. Labrosse to try the difficult experiment of ascending the Missouri. The success of the undertaking marked a signal advance in Western navigation, and supplied the merchants of St. Louis with new facilities for the transportation of their goods,"¹ while it also greatly extended the operations of the boatmen and increased their numbers.

Of the keel-boatmen, when classed by nativity, the Kentuckians bore the most unenviable reputation, on account of the fact that they were generally characterized by excessive recklessness and bellicoseness, and we are told so gloomy was the reputation of the Kentuckians that travelers were liable at every place (except the miserable wayside taverns) to have the door shut in their face on applying for refreshments or a night's lodgings. Nor would any plea or circumstance alter the decided refusal of the master or mistress, unless it might be the uncommonly genteel appearance and the equipage of the traveler.

For a similar reason, possibly, badly-built boats, with poor or injured plank in their bottoms, which had been sold to unsuspecting or inexperienced persons, were known as "Kentucky boats."

"In 1807," says a writer on "Early Navigators" in a St. Louis newspaper, "a Mr. Winchester's boat struck a rock in the Ohio, below Pittsburgh a short distance, and one of her bottom planks being badly stove in, she sunk immediately, having on board a valuable cargo of dry-goods. The proprietor, not being with the boat at the time, conceived, when informed of the disaster, that it had been caused by carelessness of the person to whom he had intrusted the boat and cargo, and brought suit against him for

damages; and indeed it was somewhat evident, from all that could be ascertained, that the *patroon* had no business in the neighborhood of the rock, and could and should have avoided it. The defendant's position was rather gloomy, but his resources proved equal to the emergency. The suit was before (Dr.) Justice Richardson, of Pittsburgh, who himself had had some sad experiences with Kentucky boats. The defendant knowing or being informed of this, hired two men, went down to the wreck, and with some difficulty procured several pieces of the plank that had given way. On the day of trial, after the plaintiff had, as every one present thought, fully established his charges and demands, the justice asked the defendant if he had any rebutting evidence to offer. 'Yes, your Honor,' he replied, 'I have;' and reaching down under his seat, he drew out the pieces of plank aforementioned and said, 'I have no evidence to offer, your Honor, except these pieces, which I can prove to your Honor are part of the same plank, the breaking of which caused the boat to sink, which, I say, would not have occurred if the plank had been reasonably sound. Look at them! Your Honor will see that it was my misfortune to have been placed in charge of one of these d—d Kentucky boats.' Without in any way noticing the blasphemous expression, the justice examined the pieces, which proved to be thoroughly rotten and defective, unfit to be put anywhere, much less in the bottom of a boat. After hearing from the defendant's helpers that these pieces were taken from the boat in question, at the identical place where she had broken, the court delivered its mind as follows: 'This court had the misfortune once to place a valuable cargo on a Kentucky boat, not knowing it to be such, which sunk and went down in seventeen feet of water, this court verily believed, by coming in contact with the head of a yellow-bellied catfish, there being no snag, rock, or other obstruction near her at the time; and this court, being satisfied of the premises in this cause, doth order that the same be dismissed at plaintiff's costs, to have included therein the expenses of the defendant in going to and returning from the wreck, for the purpose of obtaining such damnable and irrefutable evidence as this bottom plank has furnished.' And the bottom plank was deemed proof so conclusive, and the prejudice against Kentucky boats in the public mind was so extended and settled, that it was thought inadvisable to urge the suit any further."

Besides the ordinary dangers of the treacherous currents, "cave-ins," shoals and snags of the Mississippi, and occasional assaults from prowling savages, the early boatmen were often called upon to face the more

¹ Professor Waterhouse.

serious peril of an attack by river pirates. "Many a boatload of costly merchandise intended for the warehouses of St. Louis never reached its destination. The misdeeds of the robbers were not always limited to the seizure of goods. The proof of rapine was often extinguished by the murder of the witnesses. The caves of the pirates were rich with the spoils of a plundered commerce, and the depredations became more frequent in proportion to the impunity with which they were committed. At last the interruption of trade became so grave and the danger to life so imminent that the Governor-General of Louisiana was constrained to take more effective steps for the suppression of the bandits. An official order excluding single boats from the Mississippi granted the privilege of navigation only to flotillas that were strong enough to repel their assailants. The plan succeeded and the pirates were ultimately driven from their haunts. The arrival at St. Louis in 1788 of the flotilla of ten boats was a memorable occasion in the annals of the village."¹

The arrival of this flotilla gave the name of "*l'année des dix bateaux*" to the year 1788, which was the last year of Don Francisco Cruzat's second administration. In the year before, M. Beausoliel, a New Orleans merchant, had been captured by pirates near the island that still bears his name, and subsequently escaping, recaptured his boat and killed the pirates. He then returned to New Orleans and reported his experience to the Governor, who thereupon issued the order already referred to that all boats bound for St. Louis the following spring should sail together for mutual protection. This was carried out, and the flotilla "*des dix bateaux*" made the voyage, capturing at Cottonwood Creek the camp and supplies of the pirates, with a valuable assortment of miscellaneous plunder which had been taken from many boats on previous occasions.

"In an advertisement published in 1794 the patrons of a special line of boats were assured of their safety. The statements which were made to allay apprehensions showed that the fear of pirates was not then groundless. A large crew skillful in the use of arms, a plentiful supply of muskets and ammunition, an equipment on each boat of six one-pound cannon and a loop-holed rifle-proof cabin for the passengers were the means of defense provided, on which were based the hopes of security. So formidable an array of weapons was not well calculated to inspire timid natures with confidence in the safety of the voyage."²

The boatmen were very active and energetic in rooting out the nests of pirates, and not infrequently

administered lynch-law in summary fashion. One of the most sanguinary incidents of this character was that which occurred in 1809.

Island 94 (called Stack Island, or Crows' Nest), one hundred and seventy miles above Natchez, was notorious for many years for being a den for the rendezvous of a gang of horse-thieves, counterfeiters, robbers, and murderers. It was a small island located in the middle of Nine-Mile Reach. From hence they would sally forth, stop passing boats, and murder the crew, or if this appeared impracticable, would buy their horses, flour, whiskey, etc., and pay for them. Their villainies became notorious, and several years' pursuit by the civil law officers failed to produce any results in the way of punishment or eradication. But they were at length made to disappear by an application of lynch-law from several keel-boat crews. The full history of this affair has never been fully unfolded, and perhaps never will be, but for terrible retribution and complete annihilation, outside of any authorized decrees, it never had its equal in any administration of lynch-law, the recitals of which cast so many shadows on the annals of the West and South. The autumn and winter immediately preceding the month of April, 1809, had been marked by numerous atrocities on the part of the bandits of the Crows' Nest. Several boats and their entire crews had disappeared at that point, and no traces could be found of them afterward. The country around and up and down the river had been victimized and robbed in almost every conceivable form by depredators whose movements could be satisfactorily traced as tending towards the Crows' Nest. In that month it occurred that seven keel-boats were concentrated at the head of Nine-Mile Reach, within speaking distance of each other, being detained by heavy contrary winds. The crews of these were well informed as to the villainies of those who harbored on the little island a few miles below them. Many of them had friends and old comrades who were known to have been on the missing boats. By what means it was brought about, at whose suggestion or influence was never made known, but one dark night, a few hours before daylight, eighty or ninety men from these wind-bound craft, well armed, descended silently in their small boats to the Crows' Nest and surprised its occupants, whom they secured after a short encounter, in which two of the boatmen were wounded and several of the robbers killed. Nineteen men, a boy of fifteen, and two women were thus captured. Shortly after sunrise the boy (on account of his extreme youth) and the two women were allowed to depart. What was the manner of punishment meted out to the men, whether shot or hanged,

¹ Professor Waterhouse.

² *Ibid.*

was never ascertained with any degree of certainty. None but the boatmen, the boy, and the two women, however, ever left the island alive, and by twelve o'clock noon the crews were back to their boats, and the wind having calmed the night previous they shoved out, and by sunset were far down the river and away from the scene of the indisputably just though unlawful retribution. Two years afterward came the terrible earthquake, which, with the floods of 1811-13, destroyed every vestige of the Crows' Nest, leaving nothing of it to be seen but a low sandbar, and with it passed away from public sight and mind all signs of its bandits, their crimes, and the awful doom that befell them.

Some years later a new type of river desperadoes appeared, who, if tradition and history do not greatly belie them, were not much more exemplary in their conduct than the pirates and buccaneers who preceded them. "Mike" Fink in particular, the model hero of the Mississippi boatmen, who has figured on the pages of popular romance, was a ruffian of surpassing strength and courage. His rifle was unerring, and his conscience was as easy and accommodating as a man in his line of business could wish. His earliest vocation was that of a boatman, but he had belonged to a company of government spies or scouts whose duty it was to watch the movements of the Indians on the frontier. At that time Pittsburgh was on the extreme verge of the white population, and the spies, who were constantly employed, generally extended their reconnoissances forty or fifty miles west of that place. Going out singly and living in Indian style, they assimilated themselves to the habits, tastes, and feelings of the Indians. In their border warfare the scalp of a Shawnee was esteemed about as valuable as the skin of a panther. "Mike" Fink, tiring of this after a while, returned to the water life; and engraving several other occupations on that of the boatman, put all mankind, except his friends and employer, to whom he was honest and faithful, under contribution, and became nothing more nor less than a freebooter. "Mike," having murdered "Joe" Stevens, was killed by one of Joe's brothers. James Girty, another of the famous Mississippi boatmen, was represented as a "natural prodigy," not "constructed like ordinary men, for, instead of ribs, bountiful nature had provided him with a solid bony casing on both sides, without any interstices through which a knife, dirk, or bullet could penetrate." He possessed amazing muscular power, and courage in proportion, and his great boast was that he had "never been whipped."¹

The trade conducted by these boats was of considerable proportions. As early as 1802 the annual exports of the Mississippi valley amounted to \$2,160,000, and the imports to \$2,500,000. Up to 1804 the annual value of the fur trade of Upper Louisiana amounted to \$203,750. The province then exported lead, salt, beef, and pork, and received Indian goods from Canada, domestics from Philadelphia and Baltimore, groceries from New Orleans, and hardware from the Ohio River.

Short notices in the newspapers of that day, announcing, "Wanted to freight, from this place to Louisville, about sixteen hundredweight, apply at the printing-office,"² or "thirteen boatmen are wanted to navigate a few boats to New Orleans, to start about the 15th of next month; the customary wages will be given,"³ or that "the barge 'Scott' will start from St. Louis on the 1st of March, and will take freight for Louisville or Frankfort, in Kentucky, on reasonable terms, apply to John Steele,"⁴ are too laconic to more than indicate the existence of a commerce, without affording any reliable data of its dimensions or the appliances by which it was carried on.⁵

² *Missouri Gazette*, July 5, 1809.

³ *Ibid.*, Aug. 30, 1809.

⁴ *Ibid.*, Dec. 22, 1809.

⁵ "FREIGHT FROM NEW ORLEANS TO KASKASKIA IN 1741.—We doubt whether so unique or so old a bill of lading can be found in the valley of the Mississippi as that which follows. It is a translation from a bill of sale executed the 18th of May, 1741, by Barois, notary in Kaskaskia. What would our steamboatmen say now at receiving such a price for an old salt-kettle, when they are in the practice of transporting one thousand to twelve hundred tons of goods between the ports of New Orleans and St. Louis, and are in a very bad humor if by chance they fail to make the trip in six days? 'And has been further agreed that said Mettager promises to deliver to said Bienvena, at the landing-place of this town of Kaskaskia, at his own risks, the fortunes of war excepted, an iron kettle, weighing about two hundred and ninety pounds, used for the manufacture of salt, and which said Bienvena owns in New Orleans, and said Bienvena promises to pay to said Mettager, for his salary and freight, after the delivery of said kettle, a steer in good order, three bushels of salt, two hundred pounds of bacon, and twenty bushels of Indian corn, under the penalty of all costs, etc.'"—*Republican*, Nov. 30, 1850.

PETER PROVENCHERE'S BILL OF LADING.

Shipped by Peter Provenchere, of the town of St. Louis, merchant, on board the boat "J. Maddison," whereof Charles Quirey is master, now lying at the landing before the town of St. Louis and ready immediately to depart for Louisville, Ky.

F. T. Six packs of deer-skins, marked and numbered as per margin, and a barrel of bear-oil, containing about thirty-

96 two gallons, all in good order and well conditioned, which I promise to deliver in like good order and condition

99 (unavoidable accident excepted) unto Mr. Francis Tarascon, merchant, Louisville, or to his assigns.

109 And, moreover, I acknowledge to have of the said Peter Provenchere a note of Peter Menard on Louis

¹ Lloyd's Steamboat Directory, p. 38.

At the period of the introduction of steam upon the Mississippi, 1817, the whole commerce from New Orleans to the upper country was transported in about twenty barges of an average of one hundred tons each, and making but one trip in a year. The number of keel-boats on the Ohio was estimated at one hundred and sixty, carrying thirty tons each. The whole tonnage was estimated at between six thousand and seven thousand.

The advent of steam, of course, superseded the use of the keel-boat, and the picturesque features of the earlier navigation passed away. In the presence of the mighty energy which has revolutionized the commerce of the world, the warp and cordelle, the pole and running-board forever disappeared from the bosom of the Mississippi.

"The commerce of St. Louis had humble beginnings. The facilities for transportation were limited to the rudest row-boats, but in course of time there has grown from the birch canoe a vast inland fleet, which in 1880 bore to the port of St. Louis about two million tons of merchandise."¹

Steamboating.—In "The First Steamboat Voyage on the Western Waters," John H. B. Latrobe says, "Whether steam could be employed on the Western rivers was a question that its success between New York and Albany was not regarded as having entirely solved, and after the idea had been suggested of building a boat at Pittsburgh, to ply between Natchez and New Orleans, it was considered necessary that investigations should be made as to the currents of the rivers to be navigated in regard to the new system." These investigations were undertaken by Nicholas J. Roosevelt, who repairing in May, 1809, to Pittsburgh, there constructed a flat-boat in which he proceeded to New Orleans for the purpose of studying and investigating the new conditions of navigation to which the steam system was about to be subjected. These investigations proved entirely satisfactory, not

only to Mr. Roosevelt but also to Messrs. Fulton and Livingston, who were to furnish the capital, and Mr. Roosevelt in 1811 took up his residence in Pittsburgh, to superintend the construction of the boat and engine that were to open the Western waters to the new system of steam navigation.

The "New Orleans" was the first steamboat constructed on Western waters. She was one hundred and sixteen feet in length, with twenty feet beam, and her engine had a thirty-four-inch cylinder, with boiler and other parts in proportion. She was about four hundred tons burden, and cost in the neighborhood of thirty-eight thousand dollars. There were two cabins, one aft for ladies, and a larger one forward for gentlemen. The ladies' cabin, which was comfortably furnished, contained four berths. The "New Orleans" was launched in March, 1811; left Pittsburgh in October of the same year; passed Cincinnati October 27th, and reached Louisville the next day, in sixty-four hours' running time from Pittsburgh. The water was too low for her to cross the falls, and while at Louisville waiting for sufficient water she made several short excursions. She also made one trip to Cincinnati, arriving there in forty-five hours' running time from Louisville, Nov. 27, 1811. While here she made an excursion trip to Columbia, charging one dollar per head. Shortly afterward, the river rising, she left this place for New Orleans, December, 1811. Her voyage down the river was perilous in the extreme, as shortly after leaving Louisville the great earthquakes began. She ran between Natchez and New Orleans, her trips averaging about three weeks. July 13, 1814, she landed on her upward voyage two miles above Baton Rouge, on the opposite side, and spent the night taking in wood, the night being thought too dark to run with safety. At daylight the next morning she got up steam, and on starting the engine it was found she would not move ahead, but kept swinging around. The water had fallen during the night, and the captain found she was resting on a stump. An anchor was put out on her starboard quarter, and by the aid of her capstan she was soon hove off; but on clearing her it was discovered she had sprung a leak and was sinking rapidly. She was immediately run into the bank and tied fast, but sunk so rapidly her passengers had barely time to get off with their baggage.²

- 111 Lorimier, inhabitant of Cape Girardeau, for one thousand pounds of receiptable deer-skins, the said note transferred to my order, and I bind and engage myself to ask of the said Louis Lorimier the payment of the said note, and if I reclaim it to deliver to the said Francis Tarascon or assign the thousand pounds of deer-skins, together with the six packs and the barrel now received, and in case of no payment to return the note to Mr. Tarascon, he or they paying freight.

In witness whereof I have set my hand to three bills of lading, all of the same tenor and date, one being accomplished, the others null and void.

CHARLES QUIREY.

Test, WILLIAM C. CARR.
St. Louis, the 8th, A.D. 1809.

¹ Professor Waterhouse.

² The "Navigator," an old and rare book printed at Pittsburgh, Pa., in the early part of this century, records many interesting facts concerning the "early navigators." From this source we learn something of the expenses and profits of the "New Orleans" when a packet between Natchez and New Orleans. This old chronicle says, "Her accommodations are good and

The history of the early steamboats following the "New Orleans" will be found interesting, as showing

her passengers generally numerous, seldom less from Natchez than from ten to twenty, at eighteen dollars per head, and when she starts from New Orleans generally from thirty to fifty, and sometimes as many as eighty passengers, at twenty-five dollars each to Natchez. According to the observations of Capt. Morris, of New Orleans, who attended her as pilot several trips, the boat's receipts for freight, upwards, have averaged the last year seven hundred dollars, passenger money nine hundred dollars; downward, three hundred dollars for freight, five hundred for passengers. She performs thirteen trips in the year, which, at two thousand four hundred dollars per trip, amount to thirty-one thousand two hundred dollars. Her expenses are, twelve hands at twenty dollars per month, four thousand three hundred and twenty dollars; captain, one thousand dollars; seventy cords of wood each trip, at one dollar and seventy-five cents, which amounts to one thousand five hundred and eighty-six dollars; in all six thousand nine hundred and six dollars. It is presumed that the boat's extra trips for pleasure or otherwise, out of her usual route trade, have paid for all the expenses of repairs, and with the profits of the bar-room, for the boat's provisions, in which case there will remain a net gain of twenty-four thousand two hundred and ninety-four dollars for the first year. The owners estimate the boat's value at forty thousand dollars, which gives an interest of two thousand four hundred dollars; and by giving one thousand eight hundred and ninety-four dollars more for furniture, etc., we have the clear gain of twenty thousand dollars for the first year's labor of the steamboat 'New Orleans.'

"The steamboat goes up in about seven or eight days, and descends in two or three, stopping several times for freight, passengers, etc. She stays at the extremes of her journey, Natchez and New Orleans, about four or five days to discharge and take in loading."

The first sea-vessel on the Western waters was a brig called the "St. Clair," one hundred and twenty tons burden, built at Marietta, Ohio, by Commodore Preble, in 1798 or '99, who went down the rivers in her to New Orleans, from thence to Havana and Philadelphia, and at the latter port he sold her. From 1799 to 1805 there were built at Pittsburgh four ships, three brigs, and several schooners, but misfortunes and accidents happening to most of them in going down the rivers to the gulf, ship-building at Pittsburgh and the upper Ohio went into a decline, until revived some years after in the shape of steamboat architecture. One of these ships took out her clearance papers at Pittsburgh for Leghorn, Italy, and in illustrating the commercial habits and enterprise of the American people, Henry Clay, in a speech in Congress, related the following anecdote about her: When the vessel arrived at Leghorn, the captain presented his papers to the custom officer there, but he would not credit them, and said to the master, "Sir, your papers are forged, there is no such place as Pittsburgh in the world, your vessel must be confiscated." The trembling captain asked if he had a map of the United States, which he fortunately had, and produced, and the captain, taking the officer's finger, put it down at the mouth of the Mississippi, then led it a thousand miles up that river, and thence another thousand up to Pittsburgh, and said, "There, sir, is the port whence my vessel cleared from." The astonished officer, who, before he saw the map, would as soon have believed the vessel had been navigated from the moon, exclaimed, "I knew that America could show many wonderful things, but a fresh-water seaport is something I never dreamed of."

how quickly the innovation made itself felt, and how speedily the new system obliterated the old.

The second boat was the "Comet," of twenty-five tons, owned by Samuel Smith, built at Pittsburgh by Daniel French; stern-wheel and vibrating cylinder, French's patent granted in 1809. The "Comet" made a voyage to Louisville in 1813, and to New Orleans in the spring of 1814; made two trips to Natchez, and was sold, the engine being put up on a plantation to drive a cotton-gin. Third boat, the "Vesúvius," three hundred and forty tons, built at Pittsburgh by Robert Fulton, and owned by a company belonging to New York and New Orleans; left Pittsburgh for New Orleans in the spring of 1814, commanded by Capt. Frank Ogden. She started from New Orleans, bound for Louisville, the 1st of June, 1814, and grounded on a bar seven hundred miles up the Mississippi, where she lay until the 3d of December, when the river rose and she floated off. She returned to New Orleans, where she ran aground the second time on the batture, where she lay until the 1st of March, when the river rose and floated her off. She was then employed some months between New Orleans and Natchez, under the command of Capt. Clemment, who was succeeded by Capt. John DeHart. Shortly after she took fire near New Orleans and burned to the water's edge, having a valuable cargo aboard. The fire was supposed to have been communicated from the boiler, which was in the hold. The bottom was raised and built upon at New Orleans, and she went into the Louisville trade, but was soon after sold to a company at Natchez. On examination subsequent to the sale she was pronounced unfit for use, was libeled by her commander, and sold at public auction. Fourth boat, the "Enterprise," forty-five tons, built at Brownsville, Pa., by Daniel French, under his patent, and owned by a company at that place, made two trips to Louisville in the summer of 1814, under the command of Capt. J. Gregg. On the 1st of December she took in a cargo of ordnance stores at Pittsburgh, and left for New Orleans, commanded by Capt. Henry M. Shreve, and arrived at New Orleans on the 14th of the same month. She was then dispatched up the river in search of two keel-boats laden with small-arms which had been delayed on the river. She got twelve miles above Natchez, where she met the keels, took their masters and cargoes on board, and returned to New Orleans, having been but six and a half days absent, in which time she ran six hundred and twenty-four miles. She was then for some time actively employed in transporting troops. She made one trip to the Gulf of Mexico as a cartel, and one trip to the rapids of the

Red River with troops, and nine voyages to Natchez. She left New Orleans for Pittsburgh on the 6th of May, and arrived at Shippingport on the 30th, twenty-five days out, being the first boat that ever arrived at that port from New Orleans. She then proceeded on to Pittsburgh, and the command was given to D. Worley, who lost her in Rock Harbor, at Shippingport. Fifth boat, the "Ætna," three hundred and forty tons, built at Pittsburgh, and owned by the same company as the "Vesuvius," left Pittsburgh for New Orleans in March, 1815, under the command of Capt. A. Gale, and arrived at that port in April following; was placed in the Natchez trade; was then placed under the command of Capt. Robinson De Hart, who made six trips on her to Louisville.

The sixth boat was the "Zebulon M. Pike,"¹ built by Mr. Prentiss at Henderson, Ky., on the Ohio River, in 1815. The "Pike" deserves special mention, as she was the first steamboat to ascend the Mississippi above the mouth of the Ohio, and the first to touch at St. Louis. Her first trip was made in the spring of 1815 to Louisville, Ky., two hundred and fifty miles in sixty-seven hours, making three and three-quarter miles per hour against the current. On her voyage to St. Louis she was commanded by Capt.

¹ Named after Zebulon Montgomery Pike, formerly a brigadier-general in the United States army, who was born at Lambertton, N. J., Jan. 5, 1779, and killed at York, near Toronto, Upper Canada, on the 27th of April, 1813. Zebulon, his father, was born in New Jersey in 1751, and died at Lawrenceburg, Ind., July 27, 1834. He was a captain in the Revolutionary army, was present at St. Clair's defeat in 1791, and was brevet lieutenant-colonel in the United States army July 10, 1812. His son was appointed a cadet in the regiment of his father March 3, 1799, and was made first lieutenant in November and captain in August, 1806. Skilled in mathematics and in the languages, he was appointed after the purchase of Louisiana to conduct an expedition to trace the Mississippi to its source. Leaving St. Louis, Aug. 9, 1805, he performed this service satisfactorily, returning after eight months and twenty days of exploration and exposure to constant hardship. In 1806-7 he was engaged in geographical explorations of Louisiana, during which, being found on Spanish territory, he with his party was taken to Santa Fé, and after a long examination and the seizure of his papers was escorted home, arriving at Natchitoches July 1, 1807. In 1810 he published a narrative of his expeditions, with valuable maps and charts. Receiving the thanks of the government, he was made major of the Sixth Infantry, May 3, 1808; lieutenant-colonel of the Fourth Infantry, Dec. 31, 1809; deputy quartermaster-general, April 3, 1812; colonel Fifteenth Infantry, July 3, 1812; and brigadier-general, March 12, 1813. Early in 1813 he was assigned to the principal army as adjutant and inspector-general, and was selected to command an expedition against York, the capital of Upper Canada. Landing under a heavy fire, he charged the enemy in person, and put them to flight, carried one battery by assault, and was moving to the attack of the main works, when the explosion of the British magazine mortally wounded him, speedily causing his death on April 27, 1813.

Jacob Read. "The hull," says Professor Waterhouse, "was built on the model of a barge. The cabin was situated on the lower deck, inside of the 'running-boards.'

"The boat was driven by a low-pressure engine, with a walking-beam. The wheels had no wheel-houses. The boat had but one smoke-stack. In the encounter with a rapid current the crew reinforced steam with the impulse of their own strength. They used the poles and running-boards just as in the push-boat navigation of barges. The boat ran only by day, and was six weeks in making this first trip from Louisville to St. Louis. It landed at the foot of Market Street Aug. 2, 1817. The inhabitants of the village gathered on the bank to welcome the novel visitor. Among them was a group of Indians. As the boat approached, the glare of its furnace fires and the volumes of murky smoke filled the Indians with dismay. They fled to the high ground in the rear of the village, and no assurances of safety could induce them to go one step nearer to the object of their fears. They ascribed supernatural powers to a boat that could ascend a rapid stream without the aid of sail or oar. Their superstitious imaginations beheld a monster breathing flame and threatening the extinction of the red man. In a symbolic sense, their fancy was prophetic: the progress of civilization, of which the steamboat may be taken as a type, is fast sweeping the Indian race into the grave of buried nations."

The first notice we have of the expected arrival of the "Pike" at St. Louis is the following announcement in the *Missouri Gazette* of the 14th of July, 1817:

"A steamboat is expected here from Louisville to-morrow. There is no doubt but what we shall have a regular communication with Louisville, or at least the mouth of the Ohio, by a steam packet."

On the 2d of August the *Gazette* published this notice:

"The steamboat 'Pike' will be ready to take in freight to-morrow for Louisville or any of the towns on the Ohio. She will sail for Louisville on Monday morning, the 4th August, from ten to twelve o'clock. For freight or passage apply to the master on board.

"JACOB READ, *Master.*"

The return trip of the "Pike" is also mentioned in the *Gazette* of September 2d as follows:

"The steamboat 'Pike' will arrive in a day or two from Louisville. This vessel will ply regularly between that place and this, and will take in her return cargo shortly after her arrival. Persons who may have freight, or want passage for Louisville or any of the towns on the Ohio, will do well to make early application to the master on board. On her passage from this to Louisville she will make a stop at Herculanum, where Mr. M. Austin will

act as agent; also at Ste. Genevieve and Cape Girardeau. At the former place Mr. Le Meilleur and at the latter Mr. Steinbeck will act as agents, with whom freight for the 'Pike' may be deposited and shipped.

"Persons wanting passage in this vessel will apply as above. She will perform her present voyage to and from Louisville in about four weeks, and will always afford an expeditious and safe passage for the transportation of freight or passengers.

"JACOB READ, *Master.*"

Again on the 22d of November the *Gazette* announced that "the steamboat 'Pike' with passengers and freight arrived here yesterday from Louisville."

The "Pike" had a capacity of thirty-seven tons, old government tonnage. She made a trip to New Orleans, and several between Louisville and Pittsburgh, after which she was engaged in the Red River trade. She was snagged in March, 1818.¹

¹ The seventh boat on the Mississippi was the "Dispatch," twenty-five tons, built at Brownsville, Pa., by the same company that owned the "Enterprise," and under French's patent. She made several trips from Pittsburgh to Louisville, and one to New Orleans and back to Shippingport, where she was wrecked and her engine taken out. She was commanded by Capt. J. Gregg.

The eighth boat was the "Buffalo," three hundred tons, built at Pittsburgh by Benjamin H. Latrobe, Sr., the distinguished architect of the capitol at Washington. She was afterwards sold at sheriff's sale in Louisville for eight hundred dollars.

We find in the *American Weekly Messenger*, published in Philadelphia, July 2, 1814, the following letter, which relates the circumstances of the launch of the steamboat "Buffalo":

"PITTSBURGH, June 3, 1814.

"We omitted to mention that the steamboat 'Buffalo' was safely launched on the 13th ult. from the yard of Mr. Latrobe. This boat, which was intended to complete the line of steamboats from New Orleans to Pittsburgh, is a fine and uncommonly well built vessel of two hundred and eighty-five tons burden, carpenters' measurement, and is intended to trade regularly between Louisville and Pittsburgh once a month as long as the water will admit. She has two cabins and four staterooms for private families, and will conveniently accommodate one hundred persons with beds. Should it be found that her draught of water, which will be about two feet six inches when her machinery is on board, is too great for the summer months, it is intended immediately to put on the stocks another boat or boats of smaller draught and less bulky construction. It is expected that the 'Buffalo' will be finished in time to bring up the cargo of the steamboat 'Vesuvius' from New Orleans."

A succeeding number of the same paper, the *Weekly American Messenger*, contains the following items from St. Louis:

"St. Louis (I. T.), July 2, 1814.

"On Sunday last an armed boat arrived here from Prairie du Chien, under the command of Capt. John Sullivan, with his company of militia and thirty-two men from the gunboat 'Governor Clark,' their terms of service (sixty days) having expired. Capt. Yeizer, who commands on board the 'Governor Clark,' off Prairie du Chien, reports that his vessel is completely manned, that the fort is finished, christened Fort Shelby, and occupied by the regulars, and that all are anxious for a visit from Dickson and his red troops. The Indians are hovering around the

The next vessel after the "Pike" to arrive at St. Louis was the "Constitution," Capt. R. T. Guyard, which arrived Oct. 2, 1817. The steamboat ceased in 1818 to be a novelty on the Mississippi, and be-

village, stealing horses, and have been successful in obtaining a prisoner, a Frenehman, who had gone out to look for his horses."

Ninth boat, the "James Monroe," one hundred and twenty tons, built at Pittsburgh, by Mr. Latrobe, owned by a company at Bayou Sara, and run in the Natchez trade.

Tenth boat, the "Washington," four hundred tons, a two-decker, built at Wheeling, Va., constructed and partly owned by Capt. Henry M. Shreve.* The engine of the "Washington" was built at Brownsville, Pa., under the immediate direction of Capt. Shreve; her boilers were on the upper deck, being the first boat on that plan, a valuable improvement by Capt. Shreve, which is now generally in use. The "Washington" crossed the falls in September, 1816, under the command of Capt. Shreve, bound for New Orleans, and returned to Louisville during the following winter. In the month of March, 1817, she left Shippingport a second time, and proceeded to New Orleans, and returned to Shippingport, being absent only forty-five days. This was the trip that convinced the despairing public that steamboat navigation would succeed on the Western waters.

Eleventh boat, the "Franklin," one hundred and twenty-five tons, built at Pittsburgh, by Messrs. Shiras & Cromwell, engine built by George Evans, left Pittsburgh in December, 1816, was sold at New Orleans, and was subsequently employed in the Louisville and St. Louis trade. She was sunk in the Mississippi, near Ste. Genevieve, in 1819, on her way to St. Louis, commanded by Capt. Revels.

Twelfth boat, the "Oliver Evans" (afterwards the "Constitution"), seventy tons, built at Pittsburgh, by George Evans, engines his patent. She left Pittsburgh in December, 1816, for New Orleans; she burst one of her boilers in April, 1817, off Point Coupée, by which eleven men lost their lives, principally passengers. Owned by George Sulton and others of Pittsburgh.

Thirteenth boat, the "Harriet," forty tons, built at Pittsburgh, constructed and owned by Mr. Armstrong, of Williamsport, Pa. She left Pittsburgh, October, 1816, for New Orleans, crossed the falls in March, 1817, made one trip to New Orleans, and subsequently ran between that place and Muscle Shoals, on the Tennessee River.

Fourteenth boat, the "Kentucky," eighty tons, built at Frankfort, Ky., in 1817, and owned by Hanson & Beswell, engaged in the Louisville trade.

* The *St. Louis Republican* of March 7, 1851, thus notes the death of this eminent steamboat-man: "This worthy citizen died at the residence of his son-in-law in this city yesterday. He was for nearly forty years closely identified with the commerce of the West, either in flat-boats or steam navigation. During the administrations of Adams, Jackson, and Van Buren he filled the post of United States superintendent of Western river improvements, and by the steam snag-boat, of which he was the inventor, contributed largely to the safety of Western commerce. To him belongs the honor of demonstrating the practicability of navigating the Mississippi River with steamboats. He commanded the first steamer that ever ascended that river, and made several and valuable improvements, both of the steam-engine and of the hull and cabins of the Western steamboats. While the British were threatening New Orleans in 1814-15, he was employed by Gen. Jackson in several hazardous enterprises, and during the battle of the 8th of January served one of the field-pieces which destroyed the advancing column led by Gen. Keane. His name has become historically associated with Western river navigation, and will long be cherished by his numerous friends throughout this valley."

came a recognized agent of the commerce of the valley.

The arrivals and departures of vessels about this time were occasionally noticed by the *Gazette* as follows:

Fifteenth boat, the "Governor Shelby," ninety tons, built at Louisville, engine by Bolton & Ebolt, of England. In 1819 she was running very successfully in the Louisville trade.

Sixteenth boat, the "New Orleans," three hundred tons, built at Pittsburgh by Messrs. Fulton & Livingston in 1817, for the Natchez trade, sunk near Baton Rouge, but was raised, and sunk again near New Orleans in February, 1819, about two months after her first sinking.

Seventeenth boat, the "Vesta," one hundred tons, built at Cincinnati in 1817, and owned by Messrs. Bosson, Cowdin & Co. She plied regularly as a packet between Cincinnati and Louisville.

Eighteenth boat, the "George Madison," two hundred tons, built at Pittsburgh in 1818, by Messrs. Voorhees, Mitchell, Rodgers & Todd, of Frankfort, Ky., was engaged in the Louisville trade in 1819.

Nineteenth boat, the "Ohio," four hundred and forty-three tons, built at New Albany, Ind., in 1818, by Messrs. Shreve & Blair, in the Louisville trade.

Twentieth boat, the "Napoleon," three hundred and thirty-two tons, built at Shippingport in 1818, by Messrs. Shreve, Miller & Breckinridge, of Louisville, engaged in the Louisville trade.

Twenty-first boat, the "Voleano," two hundred and fifty tons, built at New Albany, Ind., by Messrs. John & Robinson De Hart in 1818. She was purchased in 1819 by a company at Natchez, and ran between that port and New Orleans.

Twenty-second boat, the "General Jackson," one hundred and fifty tons, built at Pittsburgh in 1818, and owned by R. Whiting, of Pittsburgh, and Gen. Carroll, of Tennessee, in the Nashville trade.

Twenty-third boat, the "Eagle," seventy tons, built at Cincinnati in 1818, owned by James Berthoud & Son, of Shippingport, Ky., in the Natchez trade.

Twenty-fourth boat, the "Hecla," seventy tons, built at Cincinnati in 1818, and owned by Messrs. Honoris & Barbaror, of Louisville, in the Louisville trade.

Twenty-fifth boat, the "Henderson," eighty-five tons, built at Cincinnati in 1818, and owned by Messrs. Bowers, of Henderson, Ky., in the Henderson and Louisville trade.

Twenty-sixth boat, the "Johnson," eighty tons, built at Wheeling, Va., in 1818, and in 1819 engaged in the Yellowstone expedition.

Twenty-seventh boat, the "Cincinnati," one hundred and twenty tons, built at Cincinnati in 1818, and owned by Messrs. Paxon & Co., of New Albany, Ind., in the Louisville trade.

Twenty-eighth boat, the "Exchange," two hundred tons, built at Louisville, Ky., in 1818, and owned by David L. Ward, of Jefferson County, Ky., in the Louisville trade.

Twenty-ninth boat, the "Louisiana," forty-five tons, built at New Orleans in 1818, and owned by Mr. Duplisa, of New Orleans, in the Natchez trade.

Thirtieth boat, the "James Ross," three hundred and thirty tons, built at Pittsburgh in 1818, and owned by Messrs. Whiting & Stackpole, of Pittsburgh, in the Louisville trade.

Thirty-first boat, the "Frankfort," three hundred and twenty tons, built at Pittsburgh in 1818, and owned by Messrs. Voorhees & Mitchell, of Frankfort, Ky., in the Louisville trade.

Thirty-second boat, the "Tamerlane," three hundred and

"On Saturday last the steamboat 'Franklin,' of about one hundred and forty tons burden, arrived here in thirty-two days from New Orleans with passengers and an assorted cargo. The 'Franklin' is admirably calculated for a regular packet-boat to ply between St. Louis and New Orleans. Her stowage is capa-

twenty tons, built at Pittsburgh in 1818, and owned by Messrs. Bogart & Co., of New York, in the Louisville trade.

Thirty-third boat, the "Perseverance," forty tons, built at Cincinnati in 1818, and owned at that place.

Thirty-fourth boat, the "St. Louis," two hundred and twenty tons, built at Shippingport, Ky., in 1818, and owned by Messrs. Hewes, Douglass, Johnson, and others, in the St. Louis trade.

Thirty-fifth boat, the "General Pike," built at Cincinnati in 1818, intended to ply between Louisville, Cincinnati, and Maysville as a passenger packet, and owned by a company at Cincinnati. She was the first steamboat built on the Western waters for the exclusive convenience of passengers. Her accommodations were ample, her apartments spacious and convenient. She measured one hundred feet keel, twenty-five feet beam, and drew only three feet three inches water. The length of her cabin was forty feet, and the breadth twenty-five feet. At one end were six state-rooms, and at the other end eight. Between the two sets of state-rooms was a saloon forty by eighteen feet, sufficiently large for the accommodation of one hundred passengers. The "Pike" was built as an opposition boat to the "Vesta," built in 1817. The rivalry of these boats gave rise to a slang phrase which held its place with the boys at that period, and outlived the career of both boats. There are old citizens of Cincinnati now living who, if they will carry their memories back to the '20's, will remember the boys in the streets and through the commons yelling, "Go ahead, 'Vesta,' the 'Pike' is coming!"

Thirty-sixth boat, the "Alabama," twenty-five tons, built on Lake Ponchartrain, La., in 1818, in the Red River trade.

Thirty-seventh boat, the "Calhoun," eighty tons, built in 1818 at Frankfort, Ky., and afterwards employed in the Yellowstone expedition.

Thirty-eighth and thirty-ninth boats, the "Expedition," one hundred and twenty tons, and "Independence," fifty tons, built near Pittsburgh, Pa., both of which were destined for the Yellowstone expedition, the "Independence" being the first boat that undertook to stem the powerful current of the Missouri. They both arrived at Franklin (Boon's Lick), Howard Co., two hundred miles up the Missouri River from its mouth, in the month of June, 1819.

Fortieth boat, the "Maid of Orleans," one hundred tons, built at Philadelphia in 1818, and owned by a company in New Orleans, and afterwards (in 1819) engaged in the St. Louis trade. She was constructed both for river and sea navigation, —the latter by sails, the former by steam-power. She arrived at New Orleans, schooner-rigged, ascended the Mississippi by steam, and was the first vessel which ever reached St. Louis from an Atlantic port.

Forty-first boat, the "Ramapo," sixty tons, built in New York in 1818, and in 1819 employed in the Natchez trade.

Forty-second boat, the "Mobile," one hundred and fifty tons, built at Providence, R. I., in 1818, owned at Mobile, and in 1819 employed in the Louisville trade.

Forty-third boat, the "Mississippi," four hundred tons, built in New Orleans in 1818, arrived at Havana in February, 1819. She was intended to ply between Havana and Matanzas.

Forty-fourth boat, the steamboat "Western Engineer," built on the Monongahela in 1818-19, descended the Ohio River from Pittsburgh about the 1st of May, 1819, and afterwards ascended

cious, and her cabin commodious and elegant."—*Gazette*, June 12, 1818.

"The steamboat 'Franklin' left this place yesterday with freight and passengers for New Orleans. The master expects to arrive there in eight days. Our common barges take from twenty-five to thirty days to perform the voyage."—*Gazette*, June 19, 1818.

the Missouri River in connection with the government exploring expedition. The object of the expedition was principally to make a correct military survey of the river and to fix upon a site for a military establishment at or near the junction of the Yellowstone with the Missouri, to ascertain the point where the Rocky Mountains are intersected by the forty-ninth degree of latitude, which formed the western boundary between the possessions of Great Britain and the United States, and to inquire into the "trading capacity and genius of the various tribes through which they may pass." The officers employed on this duty were Maj. S. H. Long, of the United States Engineers, Maj. Thomas Biddle, United States Corps of Artillery, and Messrs. Graham and Swift. The boat was completely equipped for defense and was manned by a few troops. The "Western Engineer" drew only two feet six inches of water. She was well built, was bottomed with iron or copper, and had a serpent's head on her bow through which the steam passed, presenting a novel appearance.

The launch of the "Western Engineer" at Pittsburgh, March 26th, was noticed in the *Gazette* of May 26, 1819, as follows:

"As the launching of the United States steamboat at Pittsburgh has been announced, and as it may not be generally known what are the objects in view, I send you some extracts of a letter from a young officer going upon the expedition. She is called the 'Western Engineer,' and will start from Pittsburgh about the first of May. It is intended that she shall navigate the Western waters as far as the Yellowstone River, which will require upwards of two years. It is not expected that they will do more than explore the waters of the Missouri the first season, as the movements will be gradual, in order to obtain a thorough knowledge of that section of the country, with a history of the inhabitants, soil, minerals, and curiosities. The expedition is under the direction of Maj. Stephen H. Long, of New Hampshire, of the topographical engineers, attended by Mr. James Graham, of Virginia, Mr. William H. Swift, from the United States Military Academy, Maj. Thomas Biddle, of Philadelphia, of the artillery, and the following gentlemen: Dr. Jessup, of Philadelphia, mineralogist; Dr. Say, of Philadelphia, botanist and geologist; Dr. Baldwin, of Wilmington, Del., zoologist and physician; Dr. Peale, of Philadelphia, landscape painter and ornithologist; Mr. Seymour, of Philadelphia, landscape painter and ornithologist; Maj. O'Fallon, Indian agent.

"She is well armed, and carries an elegant flag, painted by Mr. Peale, representing a white man and an Indian shaking hands, the calumet of peace, and a sword. The boat is seventy-five feet long, thirteen feet beam, draws nineteen inches water with her engine, which, together with all the machinery, is placed below deck entirely out of sight. The steam passes off through the mouth of the figure-head (a large serpent). The wheels are placed in the stern, to avoid the snags and sawyers which are so common in these waters. She has a mast to ship or not as may be necessary. The expedition will depart with the best wishes of the scientific part of our country."

Forty-fifth boat, the "Rifeman," two hundred and fifty tons, built in Louisville in 1819, and owned by Messrs. Butler & Barmers, in the Louisville trade.

Forty-sixth boat, the "Car of Commerce," one hundred and fifty tons, built at Pittsburgh, Pa., in 1819, owned by William F.

"List of Steamboats Trading to New Orleans.—'Franklin,' one hundred and thirty-one tons; 'Eagle,' 'Pike' (sunk); 'James Monroe' (sunk, now repairing)."—*Gazette*, Sept. 5, 1818.

"The new steamboat 'Johnson,' built by Col. Johnson, of Kentucky, passed Shawneetown the first of this month bound to New Orleans. She is intended as a regular trader from Kentucky on the Mississippi and the Missouri as far up as the Yellowstone River."—*Gazette*, Nov. 6, 1818.

Patterson & Co., of Louisville, and engaged in the trade of that place.

Forty-seventh boat, the "Paragon," three hundred and seventy-six tons, built in 1819 at Cincinnati by William Parsons, and owned by William Noble and Robert Neilson, in the Louisville trade.

Forty-eighth boat, the "Maysville," one hundred and fifty tons, built in 1819, and owned by Messrs. Murphy, Moreton, and J. Birkley, of Washington, Ky., and Messrs. Armstrong and Campbell, of Maysville.

Forty-ninth boat, the "Columbus," four hundred and sixty tons, built at New Orleans in 1819, and owned by a company there. She was afterwards engaged in the Louisville trade.

Fiftieth boat, the "General Clark," one hundred and fifty tons, built at Louisville in 1819, and owned by a company there.

Fifty-first boat, the "Vulcan," three hundred tons, built at Cincinnati, 1819, for the New Orleans trade, and owned by James & Douglass and Hugh & James, all of Cincinnati.

Fifty-second boat, the "Missouri," one hundred and seventy-five tons, built at Newport, Ky., 1819, owned by John and Walker Yeastman, and destined for the St. Louis trade.

Fifty-third boat, the "New Comet," one hundred tons, altered from a barge called the "Eliza" in 1819, owned by Isaac Hough and James W. Byrne, of Cincinnati, and intended for the New Orleans trade.

Fifty-fourth boat, the "Newport," fifty tons, built at Newport, Ky., in 1819, owned by a company at New Orleans, and in 1819 engaged in the Red River trade.

Fifty-fifth boat, the "Tennessee," four hundred tons, built at Cincinnati in 1819, owned by Messrs. Breedlove & Bardford, of New Orleans, and a company of Nashville, afterwards employed in the Louisville trade. The "Tennessee" was sunk in the Mississippi by striking a snag on a very dark night in 1823. The loss of life was large, some sixty-odd persons being drowned, among them several persons of distinction. This disaster caused great excitement throughout the country, and deterred numbers from traveling on steamboats.

Fifty-sixth boat, the "General Robinson," two hundred and fifty tons, built at Newport, Ky., in 1819, owned by a company at Nashville, and run in that trade.

Fifty-seventh boat, the "United States," seven hundred tons, built at Jeffersonville, Ind., for the Natchez trade in 1819, and owned by Hart and others. She was the largest steamboat which had been built in the Western country.

Fifty-eighth boat, the "Post-Boy," two hundred tons, built at New Albany, Ind., in 1819, owned by H. M. Shreve and others, and run from Louisville to New Orleans. This was one of the packets employed by the Postmaster-General for carrying the mail between those places, according to an act of Congress passed March, 1819. By this act the whole expense was not to exceed that of transporting the mail by land.

Fifty-ninth boat, the "Elizabeth," one hundred and fifty tons, built at Salt River, Ky., in 1819, owned by a company at Elizabeth, Ky., and engaged in the New Orleans trade.

Sixtieth boat, the "Fayette," one hundred and fifty tons, built in 1819, owned by John Gray and others, in the Louisville trade.

The arrival about March 1, 1819, of "the large and elegant steamboat 'Washington'" from New Orleans, which city she left on the 1st of February, was announced in the *Gazette* of March 3d. The steamboat "Harriet" arrived from the same port early in April. The "Sea-Horse," which arrived at New Orleans from New York, and the "Maid of Orleans," which reached the same port from Philadelphia early in 1819, were probably the first steamboats that ever performed a voyage of any length on the ocean.

The "Maid of Orleans" continued her voyage to St. Louis, where she arrived about the 1st of May. On the same day the steamboat "Independence," Capt. Nelson, arrived from Louisville. The *Missouri Gazette* of the 19th of May, 1819, has the following steamboat memoranda:

"The 'Expedition,' Capt. Craig, arrived here on Wednesday last, destined for the Yellowstone. The 'Maid of Orleans,' Capt. Turner, sailed for New Orleans, and the 'Independence,' Capt. Nelson, for Franklin, on the Missouri, on Sunday last. The 'Exchange,' Capt. Whips, arrived here on Monday, and will return to Louisville in a few days for a new set of boilers, she having burst her boiler in ascending the Mississippi.

"The 'St. Louis,' Capt. Hewes, the 'James Monroe,' and 'Hamlet' were advertised to sail from New Orleans to St. Louis about the middle of last month.

"In 1817, less than two years ago, the first steamboat arrived at St. Louis. We hailed it as the day of small things, but the glorious consummation of all our wishes is daily arriving. Already during the present season we have seen on our shores five steamboats and several more daily expected. Who would or could have dared to conjecture that in 1819 we would have witnessed the arrival of a steamboat from Philadelphia or New York? yet such is the fact. The Mississippi has become familiar to this great American invention, and another new arena is open. A steamboat, owned by individuals, has started from St. Louis for Franklin, two hundred miles up the Missouri, and two others are now here destined for the Yellowstone. The time is fast approaching when a journey to the Pacific will become as familiar, and indeed more so, than it was fifteen or twenty years ago to Kentucky or Ohio. 'Illustrious nation,' said a distinguished foreigner, speaking of the New York canal, 'illustrious nation, whose conceptions are only equalled by her achievements.'"

The "Independence," Capt. Nelson, was the first steamboat that entered the Missouri River. Sailing from St. Louis in May, 1819, she reached Franklin, on the Missouri, after a voyage of thirteen days,¹

Sixty-first boat, the "Elkhorn," three hundred tons, built at Portland, Ky., in 1819, owned by Messrs. Gray & Anderson, in the New Orleans trade.

Sixty-second boat, the "Providence," two hundred tons, built near Frankfort, Ky., in 1819, and owned by L. Castleman & Co.

Sixty-third boat, the "General Putnam," two hundred tons, built at Newport, Ky., in 1819, owned by James M. Byrne & Co., of Cincinnati, and engaged in the New Orleans trade.

¹ "FRANKLIN (BOON'S LICK), May 19, 1819.

"ARRIVAL OF THE STEAMBOAT.—With no ordinary sensation of pride and pleasure we announce the arrival this morning at

of which four days were spent at different landings. Her voyage extended up the Missouri to Old Chariton, from whence she returned to St. Louis.² The United States government the year previous had determined to explore the Missouri River up to the Yellowstone, and for that purpose, as elsewhere stated, Major S. H. Long had built at Pittsburgh the "Western Engineer."

To Col. Henry Atkinson had been intrusted the command of this expedition, and starting from Plattsburgh, N. Y., in the latter part of 1818, he arrived in Pittsburgh in the spring of 1819. The "Western Engineer" was completed soon after, and arrived at St. Louis June 8, 1819. On the 21st the expedition started for the Missouri.³ "It was ac-

this place of the elegant steamboat 'Independence,' Capt. Nelson, in seven sailing days (but thirteen from the time of her departure) from St. Louis, with passengers and cargo of flour, whiskey, sugar, iron castings, etc., being the first steamboat that ever attempted ascending the Missouri. She was joyfully met by the inhabitants of Franklin, and saluted by the firing of cannon, which was returned by the 'Independence.'

"The grand desideratum, the important fact, is now ascertained that steamboats can safely navigate the Missouri."

² "On Wednesday last arrived steamboat 'Harriet,' Capt. Armitage, twenty-six days from New Orleans.

"On Sunday arrived the 'Johnson,' from Cape Girardeau, with United States stores, one of the fleet destined for the Missouri expedition.

"On Saturday the steamboat 'Independence,' Capt. Nelson, arrived from Franklin and Chariton, on the Missouri. The 'Independence' has met with no accident on her route, although much troubled with bars and the impediments in the channel of the river. Both the inhabitants of Franklin and Chariton gave a dinner to the captain and passengers on board. The 'Independence' was three days coming from Franklin, but only running nineteen hours. She has been absent from St. Louis in all twenty-one days. This trip forms a proud event in the history of Missouri. The Missouri has hitherto resisted almost effectually all attempts at navigation; she has opposed every obstacle she could to the tide of emigration which was rolling up her banks and dispossessing her dear red children, but her white children, although children by adoption, have become so numerous, and are increasing so rapidly, that she is at last obliged to yield them her favor. The first attempt to ascend her by steam has succeeded, and we anticipate the day as speedy when the Missouri will be as familiar to steamboats as the Mississippi or Ohio. Capt. Nelson merits and will receive deserved credit for his enterprise and public spirit in this undertaking."—*Gazette*, June 9, 1819.

³ "The steamboat 'Johnson' passed here on Wednesday last with troops, etc., for the Yellowstone."—*Gazette*, May 25, 1819.

"The steamboat 'Jefferson' arrived on Saturday last from Louisville. She is another of Col. Johnson's boats destined for the Western expedition, and has been delayed by the breaking of her machinery."—*Gazette*, June 23, 1819.

"The 'Western Engineer' left St. Louis on Monday, the 21st inst., and proceeded on her journey up the Missouri. This undertaking is worthy of an enlightened and patriotic government, and its success will confer deserved renown both on its projectors and its executors."—*Gazette*, June 23, 1819.

accompanied by three other United States steamers and nine keel-boats, bearing a detachment of government troops. The names of the steamboats and of their commanders were 'Thomas Jefferson,' Capt. Orfort; 'R. M. Johnson,' Capt. Colfax; and the 'Expedition,' Capt. Craig.

"The little fleet entered the Missouri with martial music, display of flags, and salute of cannon. In honor of the statesman who acquired the territory of Louisiana for the United States, the precedence was accorded to the 'Thomas Jefferson,' but some disarrangement of its machinery prevented this boat from taking the lead, and the 'Expedition' secured the distinction of being the first steamer of this flotilla to enter the Missouri. The 'Thomas Jefferson' was doomed to a still worse mishap, for not long after it ran on a snag and sank.

"The steam-escape of the 'Western Engineer' was shaped like a great serpent coiled on the bow of the boat in the attitude of springing, and the steam hissing from the fiery mouth of the python filled the Indians with terror. They thought that the wrath of the Great Spirit had sent this monster for their chastisement."¹

The *Gazette* of the 2d of June contained the following "steamboat news:"

"Arrived at this place on the 1st instant the fast-sailing and elegant steamboat *St. Louis*, Capt. Hewes, in twenty-eight days from New Orleans; passengers, Col. Atkinson and Maj. McIntosh, of the United States army, and others. The captain has politely favored us with the following from his log-book: 'On the 5th May left New Orleans. At 3 P.M. passed steamboat *Volcano*, bound down. 10th, at 6 A.M., passed steamboat *James Ross*; at 11 P.M. passed steamboat *Rifleman*, at anchor, with shaft broke. 15th, at 3 P.M., passed steamboat *Madison*, six days from the Falls of the Ohio. 20th, passed steamboat *Governor Shelby*, bound for New Orleans. 22d, run on a sand-bar and was detained till next day. 26th, at 7 P.M., at the grand turn below Island No. 60, passed nine keel-boats, with Sixth Regiment United States Infantry, commanded by Col. Atkinson, destined for the Missouri; at 11 P.M. took on board Col. Atkinson and Maj. McIntosh; at quarter past eleven run aground, and lost anchor and part of cable. 27th, the steamboat *Harriet* passed while at anchor. 28th, at 3 P.M., passed steamboat *Jefferson*, with United States troops, having broke her piston; at 4 P.M. repassed the steamboat *Harriet*.'

On the 9th the same paper announced that Capt. Hewes, of the "St. Louis," had gratified the citizens of St. Louis with a sail to the mouth of the Missouri,

¹ Last week Col. Henry Atkinson, on seeing the ferry-boats worked by wheels, immediately conceived the idea of applying them to the barges bound up the Missouri with United States troops, stores, etc. In about three days he had one of the barges rigged with wheels and a trial made, in which she was run up the Missouri about two miles and back in thirty minutes.—*Gazette*, June 30, 1819.

¹ Professor Waterhouse.

and that "the company on board was large and genteel, and the entertainment very elegant."

The return of the "Maid of Orleans," Capt. Turner, on the 28th of July, and the departure of the "Yankee," Capt. Hairston, early in December for New Orleans, complete the record of steamboating for 1819.

About this time began the long and active career on the river of Capt. John C. Swon, one of the best-known names in the steamboat trade of St. Louis. Capt. Swon was born in Scott County, Ky., May 16, 1803. His father was an early pioneer from Maryland, and a large land-owner in Kentucky. He died in 1814 while locating lands in St. Francis County, Mo., and young Swon passed under the guardianship of Col. R. M. Johnson, who had then lately been Vice-President of the United States. In 1819 the boy sailed up the Missouri to Council Bluffs, and was so infatuated with the river that he resolved to follow it for a livelihood. The wild and romantic scenery of the Missouri, the high bluffs, dense forests, and broad prairies offered special attractions to the eye and fired his youthful imagination. In the following year he returned home and obtained permission from his guardian to engage in the river trade.

Consequently, in 1821, Capt. Swon obtained a position as clerk on the "Calhoun," under Capt. Silas Craig, and for two years was engaged in the St. Louis and Louisville trade, the boat occasionally making a trip to New Orleans, when Swon usually had charge of the vessel himself.

From 1823 to 1830, Capt. Swon was connected with several of the most famous boats of that period, among which may be mentioned the "Steubenville," "Governor Brown," and "America," under Capt. Crawford and Capt. Alexander Scott.

In 1825, Capt. Swon, having formed an extremely favorable idea of the place from his frequent visits, made St. Louis his permanent home. In 1830 he temporarily left St. Louis and went to Pittsburgh, Pa., where, in company with Capt. James Wood, of that city, he built the "Carrollton." He subsequently took charge of that vessel, and ran her in the St. Louis and New Orleans trade. In 1833 he built the "Missouri," and commanded her for one season; in the next year he built the "Majestic," in 1835 the "Selma," and in 1837 the "St. Louis," the largest steamer up to that time ever employed on the Mississippi.

In 1839 he sold the "St. Louis," and engaged in the wholesale grocery business in St. Louis with R. A. Barnes, the firm being Barnes & Swon, but in 1840 he retired from the partnership and resumed his old

calling. He then returned to Pittsburgh, and brought out the "Missouri" in 1841. In August of that year the boat was destroyed by fire while lying at the wharf at St. Louis. Undaunted, however, Capt. Swon went to Louisville, and purchased the "Alexander Scott" in 1842, and managed her until 1845, when he sold her, and purchased an interest in the "J. M. White," which vessel he commanded until 1847, when he sold her, and proceeded to comply with a resolution, formed on account of family reasons, to build just one more boat and then leave the river. He contracted for the "Aleck Scott," and launched her in March, 1848, for the Missouri trade. Both the "Alexander Scott" (previously mentioned) and the "Aleck Scott" were named in honor of one of young Swon's earliest captains, Alexander Scott, one of the best known river-men of that period. Capt. Swon commanded the "Aleck Scott" until July, 1854, when he sold her and retired from the river, thus ending a long, active, and useful career, devoted to the development of the river interests of Missouri.

In 1857 he purchased a beautiful place at Webster Station, on the Missouri Pacific, and lived there several years in rural quiet. In 1867-68 he disposed of it and visited Europe. Upon his return he settled in St. Louis, where he has continued to reside, enjoying in well-earned ease the fruits of a more than usually industrious manhood.

Capt. Swon has been twice married. His first wife, whom he married in 1830, was Anna Kennett, sister of L. M. Kennett, ex-mayor of St. Louis. Of this union two children were born, who are now dead. After three years of singularly happy married life Mrs. Swon died, and Capt. Swon married Miss Kennett, a cousin of his first wife. This lady died in the spring of 1882, leaving no living children.

Capt. Swon was chosen superintendent of the Ohio and Mississippi Railroad in the early stages of that enterprise, but did not accept the position. He is a director in the Hope Mining Company, his only business connection, although he has been solicited to assist numerous enterprises. He has taken a lively interest in the problems of transportation which St. Louis has had to grapple with, and cherishes an honest pride in his own labors in that direction, having done probably as much as any one man to develop the river and steamboat interests of the city and State. Well preserved and wonderfully fresh for a man over eighty years of age, he remains one of the few survivors of the adventurous class of steamboatmen who aided so largely in building up the river commerce of the Mississippi valley.

The first steamboat that ascended the upper Mis-

issippi was the "Virginia," which arrived at Fort Snelling in May, 1823. The Missouri and upper Mississippi had now been opened to regular navigation, and the steamboat traffic of the great river and its tributaries developed rapidly. On the 27th of August, 1825, the *Republican* announced that there were two steamboats, the "Brown" and "Magnet," now lying here for the purpose of repairing, and added, "We believe this is the first instance of a steamboat's remaining here through the season of low water." The expansion of the steamboat business continued without interruption, and in its issue of April 19, 1827, the *Republican* commented upon it as follows:

"During the past week our wharf has exhibited a greater show of business than we recollect to have ever before seen, and the number of steam and other boats arriving and departing has been unprecedented. The immense trade which has opened between this place and Fevre River at the present employ, besides a number of keels, six steamboats, to wit: the 'Indiana,' 'Shamrock,' 'Hamilton,' 'Muskingum,' 'Mexico' and 'Mechanic.' The 'Indiana' and 'Shamrock' on their return trips have been deeply freighted with lead, and several keel-boats likewise have arrived with the same article. Judging from the thousands of people who have gone this spring to make their fortunes at the lead-mines, we should suppose that the quantity of lead produced this year will be tenfold greater than heretofore."

Again, on the 12th of July, the same paper remarked that it must be gratifying to every citizen of St. Louis to witness the steady advancement of the town, "the number of steamboats that have arrived and departed during the spring" being cited as "the best evidence of the increase of business." During 1832 there were eighty arrivals of steamboats at St. Louis, whose aggregate tonnage amounted to 9520 tons. In 1834 the number of steamboats on the Mississippi and its tributaries was 230, their tonnage aggregating 39,000 tons. There were also 1,426,000 feet of plank, joists and scantling, 1,628,000 shingles, 15,000 rails, 1700 cedar logs, 8946 cords of wood, and 95,250 bushels of coal landed from the boats, together with 12,195 barrels and sixty half-barrels of flour, 463 barrels and twenty half-barrels of pork, and 233 barrels and fifty half-barrels of beef.

In 1836 the "Champion," Capt. Mix, performed the trip from Vicksburg to Pittsburgh, and thence to St. Louis, in seven days' running time; and between St. Louis and Louisville in fifty hours, "passing the 'Paul Jones' and several other boats with ease." She was beaten, however, in June of that year by the "Paul Jones." In announcing this fact the *Republican* stated that the captain of the "Champion" (which was an Eastern-built boat) "acknowledges



Wm. H. Wood

J. C. Brown

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his inability to go ahead of our Western boats," and that he would shortly start with his boat for the Atlantic cities *via* New Orleans.

During the same month seventy-six different steamboats arrived at St. Louis, the aggregate tonnage of which was 10,774, the number of entries being 146, and the wharfage \$930. The same activity continued in 1837, and the *Republican* notes the presence of thirty-three steamboats receiving and discharging cargo on one day in April, 1837.

The steamboat "North St. Louis" was launched on the 29th of March, 1837, from the yard of Messrs. Thomas & Green. This boat was said to have been a "splendid specimen of the enterprise, the genius, and the art of our Western citizens," and was regarded as "the finest boat which has ever floated upon the Mississippi."¹

On the 10th of October, 1838, the subject of establishing a steamship line from St. Louis to Eastern cities was considered at a meeting of merchants at the Merchants' Exchange. John Smith was appointed chairman, and A. G. Farwell secretary.

The object of the meeting having been stated by the chair, it was on motion ordered that a committee of five persons be appointed to prepare resolutions for the action of the meeting. The chair appointed Messrs. D. L. Holbrook, N. E. Janney, A. B. Chambers, A. G. Farwell, and R. M. Strother as this committee.

After a short absence the committee returned and reported the following:

"Resolved, That the establishment of a line of steamships from some Eastern port or ports to this city is a subject of deep interest to the citizens of St. Louis, and that in the opinion of this meeting it is expedient.

"Resolved, That a committee of persons be appointed to correspond with such individuals in the Eastern cities, and with such other persons as they may deem proper upon the subject, and that they be requested to put themselves in possession of as many facts connected with the proposed enterprise as possible, and that they report at as early an adjourned meeting as practicable.

"Resolved, That a committee of persons be appointed to collect facts and statistics relating to the import and export trade of St. Louis, and the necessity of opening a direct trade with the Eastern ports, its profits and utility, and report at an adjourned meeting."

The question being upon the adoption of the first resolution, Messrs. N. Ranney, A. B. Chambers, R. M. Strother, N. E. Janney, John F. Hunt, and the chairman severally addressed the meeting, after which the resolutions were unanimously adopted.

On motion it was ordered that the blank in the

second resolution be filled with "five," and that in third resolution be filled with "fifteen," whereupon the chair appointed Messrs. A. G. Farwell, A. B. Chambers, Hezekiah King, J. B. Camden, and E. Bredell the committee under the second resolution, and Messrs. Adam B. Chambers, N. E. Janney, D. L. Holbrook, Reuben M. Strother, William Glasgow, H. Von Phul, E. H. Beebe, John F. Hunt, N. Ranney, Edward Walsh, G. K. McGunnegle, J. O. Agnew, B. Clapp, E. Tracy, and O. Rhodes the committee under the third resolution.

On motion of Capt. N. Ranney, John Smith was added to the first committee as chairman.

The steamboat and lumber register for 1838 shows the number of steamers which entered the port of St. Louis during the year to have been 154, and the aggregate tonnage 22,752; the number of entries, 1014; and the wharfage collected, \$7279.84.

The steamboat "Ottawa" was the first boat built on the Illinois. She was constructed in part at Ottawa, added to at Peru, and finished at St. Louis. She was of the very lightest draught, seventeen inches light, and had a powerful engine, the design being to take two keels in tow in low water, the steamer herself being light; so that whenever there were seventeen inches of water on the bars, she would be able to reach St. Louis with one hundred tons of freight weekly. Her length was one hundred feet, breadth twenty, and the cabin was laid off entirely in state-rooms. The owners resided in Ottawa.

In 1840 the number of steamboats on the Mississippi and its tributaries was two hundred and eighty-five, with an aggregate tonnage of forty-nine thousand eight hundred tons.

The steamboat "Missouri," then the longest boat on Western waters, visited St. Louis about the 1st of April, 1841. Her length was two hundred and thirty-three feet, the width of her hull was thirty feet, and her entire breadth, guards included, fifty-nine feet. The depth of her hold was eight and a half feet, and this was the quantity of water she drew when fully loaded. Her light draught was five feet four inches. The diameter of her wheels was thirty-two feet, and the length of buckets twelve feet. Her cylinders were twenty-six inches in diameter, with a twelve-foot stroke. She had two engines and seven forty-two-inch boilers. She was steered by chains, and was well furnished with hose and other apparatus for the extinguishment of fires.

The "Missouri" carried six hundred tons, and was built at Pittsburgh for and under the direction of Capt. J. C. Swon, of St. Louis, at a cost of forty-five thousand dollars.

¹ The death of Joseph Bates, captain of the steamboat "Boonville," occurred on the 5th of April, 1837.

She was intended as a regular trader between St. Louis and New Orleans, but, as heretofore stated, was burned at St. Louis in August, 1841.

In 1842 two boat-yards for the construction of steamboats and other river-craft were in existence in St. Louis, and during this year the number of steamboats on the Mississippi and its tributaries was four hundred and fifty, with an aggregate tonnage of about ninety thousand tons.¹

In 1843 the number was six hundred and seventy-two, with an aggregate tonnage of one hundred and thirty-four thousand four hundred, and in addition to the steamers there were about four thousand flats and keels. For the year 1844 the enrolled and licensed tonnage of Western rivers amounted to one hundred and forty-four thousand one hundred and fifty tons. Messrs. Harvey, Premeau & Co., under the style of the St. Louis Fur Company, chartered the steamer "Clermont, No. 2," D. G. Taylor commander, in June, 1846, and the boat sailed for the head-waters of the Missouri on the 7th to trade with Sioux and Blackfeet Indians. The improvements in the construction of steamboats had been such that the time consumed in the voyage from New Orleans to St. Louis, which in early days had occupied weeks, had in 1844 been reduced to a few days. On the 9th of May, 1844, the *Republican* made the following announcement:

"What has heretofore been merely the speculation of enthusiasts has been realized. New Orleans has been brought within less than four days' travel of St. Louis,—in immediate neighborhood propinquity. The steamboat 'J. M. White' has been the first to accomplish this extraordinary trip.

"The 'J. M. White' left this port on Monday, April 29th, at three o'clock p.m., with six hundred tons of freight, and arrived at New Orleans on Friday evening, the 3d inst., being three days and sixteen hours on her downward trip. She departed for St. Louis on Saturday, May 4, 1844, at forty minutes after five o'clock p.m., and arrived on the 8th, having made the trip up in three days and twenty-three hours, and having been but nine days on the voyage out and home, including all detention.

"The following are the runs up from wharf to wharf, the best time ever made by any steamboat on the Western waters:

"	"	"	Vicksburg, 410 miles, 29 h. 55 m.
"	"	"	Montgomery's, 625 miles, 1 day 13 h. 8 m.
"	"	"	Memphis, 775 miles, 2 days 12 h. 8 m.
"	"	"	Cairo, 1000 miles, 3 days 6 h. 44 m.
"	"	"	St. Louis, 1200 miles, 3 days 23 h. 9 m."

One of the leading steamboat men of St. Louis about this time was Capt. W. W. Greene. William Wallace Greene was born in Marietta, Ohio, in 1798. His father, Charles Greene, was of the Rhode Island

family of Greeses which furnished the country one of its most successful Revolutionary generals. He was a merchant in Marietta from 1796 to 1812, and also engaged in the building of ships on a large scale for those days, constructing three ships, two or three brigs, and several schooners, which he owned in connection with R. J. Meigs, Col. Lord, and Benjamin Ives Gilman, prominent men of that period. Charles Greene's wife was Elizabeth Wallace, of Philadelphia. From these parents William Wallace Greene inherited sterling qualities of heart and mind and elevated religious principles. Reverses in the large shipping interests of his father threw him early in life upon his own resources, and with no capital save energy, a good character, sound common sense, and a fair education, he left home for busier and more promising fields. He first went to Dayton, Ohio, where for seven years he was employed in the general merchandise establishment of his cousins, Steele & Pierce. He then removed to Louisville, Ky., and New Albany, Ind., continuing in the mercantile business until 1820, when he engaged as clerk on the steamboat "Ohio," running in the New Orleans trade, and for two years was employed on the river. In 1822 he again embarked in mercantile pursuits at Hamilton, Ohio.

In the following year he removed to Cincinnati and commenced business as a commission and forwarding merchant. Soon after, in connection with his brother Robert, he built the low-pressure steamer "De Witt Clinton," the fastest boat of her day on the Western waters. When finished he took command of her, but soon resigned her to his uncle, Maj. Robert Wallace, of Louisville, Ky. The Greene brothers then built the low-pressure steamers "Native" and "Fairy," and followed in quick succession with others, until they owned a large flotilla of very fine and fast boats, some engaged in the Cincinnati and Louisville trade, others in the Cincinnati trade, and still others in the Arkansas, Missouri, and Illinois Rivers. Capt. W. W. Greene commanded several of these vessels, and was as well and favorably known as any officer who navigated the great rivers of the West. In 1832-33 he commanded the high-pressure steamer "Superior," employed in the Cincinnati and New Orleans trade.

In 1834, Capt. Greene, in connection with his brother-in-law, Capt. Joseph Conn, built the "Cygnets," with vibrating cylinders; and while running this boat they removed to St. Louis and made that city their residence and base of operations. Greene was captain, and Conn was clerk; and so officered, the "Cygnets" for several years did a prosperous business on the Mississippi, Arkansas, and Illinois Rivers.

In 1837, Capts. Greene and Conn sold the "Cygnets,"

¹ Elliot R. Hopkins, collector of the port, died on the 18th of September, 1842.



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and, in connection with James R. Sprigg, engaged in the auction and commission business under the firm-name of Conn, Sprigg & Greene (a partnership easily recalled by many of the older citizens and one of the leading houses of that period). The firm was also at times interested as part owner in the steamers "Caspian," "Vandalia," "Oregon," and "Osage," all employed in the St. Louis and New Orleans trade.

Capt. Greene enjoyed in a marked degree the confidence of the community. In 1842 (Bernard Pratte being mayor) he was appointed harbor-master; in 1845, local agent of the Post-Office Department; and in 1849 surveyor and collector of the port of St. Louis, which office he resigned in 1853 to accept the presidency of the Globe Mutual Insurance Company, to which he was annually elected for many years. All who knew him will remember with what unflinching urbanity and fidelity he discharged these important public trusts.

In 1827, Capt. Greene was married to Sarah A. Conn, daughter of an old and well-known citizen of Cincinnati. He died April 16, 1873, leaving two daughters.

Capt. Greene was an honored, consistent, and useful member of the Presbyterian Church. For many years he was a ruling elder, and brought to the duties of that office the zeal and fidelity which he always exhibited in his secular employments. In all the relations of life, in fact, Capt. Greene was a man of the strictest rectitude, untiring energy, and ready generosity. His death was that of the resigned and hopeful Christian, weary, however, under the accumulated burdens of years.

The following *résumé* of steamboating at St. Louis is from the *Republican* of Jan. 5, 1847:

"During the year 1845 there were 213 steamboats engaged in the trade of St. Louis, with an aggregate tonnage of 42,922 tons, and 2050 steamboat arrivals, with an aggregate tonnage of 358,045 tons, to which may be added 346 keel- and flat-boats. During the year 1846 there were 251 steamboats, having an aggregate tonnage of 53,867 tons, engaged in the St. Louis commerce. These boats made 2411 trips to our port, making an aggregate tonnage of 407,824 tons. In the same year there were 881 keel- and flat-boat arrivals.

"To exhibit the time of their arrival, and their tonnage, and to show at what period the heaviest portion of our commerce is carried on, we subjoin a statement of the arrivals for each month:

Arrived.	Steamers.	Tonnage.	Flats and Keels.
January.....	53	8,917	6
February.....	152	26,111	35
March.....	158	31,580	22
April.....	195	49,334	44
May.....	372	78,124	68
June.....	295	60,043	38
July.....	193	46,554	68
August.....	211	37,553	75
September.....	171	28,331	72
October.....	237	37,538	162
November.....	185	31,346	171
December.....	190	32,393	120

"The trade in St. Louis in 1846 employed, as we have stated, 251 boats, of an aggregate tonnage of 53,867 tons. If we estimate the cost of these boats at \$50 per ton, which is below the true average, we have an investment in the shipping of this city of \$2,693,350; and if we allow an average of 25 persons, including all those employed directly upon the boat, to each vessel, we have a total of 6275 persons engaged in their navigation. Add to these the owners, workmen, builders, agents, shippers, and all those connected or interested in this commerce, from the time the timber is taken from the forest or the ore from the mine, and the list will be swelled to many thousands."

The number of enrolled and licensed steamboats on Western rivers in 1845 was 789, with an aggregate tonnage of 159,713 tons.

The steamers running on the upper Mississippi from 1823 to 1844 were used mainly to transport supplies for the Indian traders and the troops stationed at Fort Snelling. Previous to the arrival of the "Virginia" at Fort Snelling in May, 1823, keel-boats were used for this trade, and sixty days from St. Louis to Fort Snelling was considered a good trip.

The report of the Secretary of the Treasury for 1846 makes the following exhibit of enrolled and licensed tonnage of the West: New Orleans, 180,504.81; St. Louis, 22,425.92; Pittsburgh, 17,162.94; Cincinnati, 15,312.86; Louisville, 8172.26; Nashville, 2809.23; Wheeling, 2666.76; total, 249,054.77 tons. Applying to this volume of tonnage the average of 210 tons to a steamboat, there were 1190 employed on Western rivers, which at \$65 per ton cost \$16,188,561. Supposing these boats to run 220 days in a year at a cost of \$125 per day, their annual expense amounted to \$32,725,000, and they employed 41,650 persons. The cost of the river transportation in 1846 was estimated at \$41,154,194.¹

The rapid increase of the steamboating interest of St. Louis is thus set forth in the *Republican* of the 27th of January, 1848:

"In no department of business has the rapid growth of St. Louis as a commercial port been made so undeniably manifest as in her shipping by means of steamboats. The first steamboat arrival at St. Louis was in 1817. At that time the whole commerce of New Orleans was carried on by about twenty barges of one hundred tons each, and one hundred and sixty keel- and flat-boats of about thirty tons each, making a total tonnage of from six thousand to seven thousand tons. In 1834 the whole number of steamboats on the Mississippi and its tributaries was two hundred and thirty, with a total tonnage of thirty-nine thousand tons. In 1840 the number was two hundred and eighty-five, with a tonnage of forty-nine thousand eight hundred. In 1842 the number was four hundred and fifty, with a tonnage of about ninety thousand tons. In 1843 the number rose to six hundred and seventy-two, with a tonnage of one hundred and thirty-four thousand four hundred. In 1846, by reference to the report of the Secretary of the Treasury of the

¹ The Commerce and Navigation of the Valley of the Mississippi, p. 7.

licensed and enrolled steamboat tonnage, the number is stated at eleven hundred and ninety, with a tonnage of two hundred and forty-nine thousand and fifty-four tons.

"In 1839 there were one thousand four hundred and seventy-six steamboat arrivals at this port, with a total tonnage of two hundred and thirteen thousand one hundred and ninety-three tons. In 1840 there were seventeen hundred and twenty-one arrivals; tonnage, two hundred and forty-four thousand one hundred and eighty-six. In 1844 there were two thousand one hundred and five arrivals; tonnage, four hundred and sixty-seven thousand eight hundred and twenty-four. In eight years, from 1839 to the end of 1847, the number of steamboat arrivals and the aggregate tonnage have more than doubled. The arrivals in 1847 exceed those of 1839 by four hundred and eighty-nine, and the tonnage by three hundred and seventy-one thousand four hundred and forty-six tons."¹

In 1851 three steamboats went up the Minnesota River, and in 1852 one boat ran regularly up that river during the season. In 1853 the business required an average of one boat per day. In 1854 the trade had largely increased, and in 1855 the arrivals of steamers from the Minnesota numbered 119.

In 1852 the novel application of the steamboat to the purposes of a circus was made by Capt. Jack, well known to thousands of the "old-timers" in the Mississippi valley from his long connection with the show business. In that year he was engaged in building at Cincinnati the great "Floating Palace" for Spalding & Rogers' circus, among the oldest and most successful managers in that line in the United States. Capt. Jack purchased an interest in the floating palace, and began his career as a showman at Pittsburgh. The boat carried an amphitheatre, in which the equestrian performances took place, which was capable of seating one thousand persons. From Pittsburgh they descended the Ohio and Mississippi to New Orleans, giving exhibitions at all places along the banks. From New Orleans they steamed across the gulf to Mobile, and from Mobile the palace ascended the Alabama River to the head of navigation at Wetunka, and, returning, went up the Black Warrior to Columbia. Returning to Mobile and New Orleans, they started on the spring campaign up the Mississippi, and, arriving at St. Louis, exhibited at the foot of Poplar Street to an audience of twenty-five hundred people for three days. The crowd was so immense that they charged one dollar "permission," instead of admission tickets, to those who were unable to get in, for the privilege of looking in at the windows. G. R. Spalding was the manager of the concern, and Mr. Van Norton the general agent. The palace continued

¹ Capt. Alfred Rodgers, formerly a commander of one of the finest steamboats on the river, and for the last year or eighteen months of his life engaged in the commission and produce business in St. Louis, died on the 13th of June, 1849.

to exhibit successfully along the Mississippi, Missouri, and Ohio Rivers until 1860, when the boat was beached in New Orleans. Capt. Jack then engaged on the "Banjo" with a French Zouave troupe, which exhibited on all the principal tributaries of the lower Mississippi, up the Red River, the Cache, La Fourche and Atehafalaya, and on the Mississippi at Fort Adams. On the 19th of July, 1862, they entered the boundaries of the Southern Confederacy, and at New Iberia and Franklin, La., gave shows for the benefit of the soldiers of the Confederate States. In 1862, Spalding & Rogers organized their outfit for South America. Mr. Spalding offered Capt. Jack an interest in the venture, advising him at the same time that it was hazardous. "You," said Mr. Spalding, "are now well fixed, and may lose all, but if we lose all we can stand it." Capt. Jack went into business for himself, and lost largely in Confederate currency, but came out finally very successful. He was from Ohio, and arrived in St. Louis in 1849 with but one dollar in his pocket. Spalding & Rogers returned from their South American venture in 1866, having made money. They returned with all their company except one lady, who died on the trip. Capt. Jack owed his success in life to his former employé, G. R. Spalding, who died in New Orleans in February, 1880. Mrs. Spalding died six months afterwards, leaving Charles Spalding, of St. Louis, who was their only living son, as their heir.

During the season of 1856 trade upon the Mississippi was very prosperous, and the arrivals at St. Paul exhibited an increase over any previous year, notwithstanding the season of navigation was much shorter than that of the year before.²

In the year 1870³ the most remarkable event which

² In July, 1857, the steamer "Louisiana," commanded by Capt. J. Harry Johnson, with S. D. Bradley, clerk, and Capt. D. R. Asbury, pilot; Joseph Brennan, engineer; and Hugh Maney, mate, fired her gun from a point between the shot-tower and water-works at eight minutes after four o'clock A.M., and arrived at Keokuk, a distance of two hundred and forty miles, making the run all the way against a swift current, by eight o'clock and sixteen minutes P.M., in sixteen hours and eight minutes. On her memorable run the "Louisiana" landed at Hannibal, and lost some twenty-four minutes. She beat the fastest time ever before made, that of the "Hannibal City," forty-one minutes.

³ The "Jennie Bonnie," a little yacht commanded by Capt. Carpenter, arrived at St. Louis June 14, 1870, from New Orleans, in tow of the "Mary Aliee." Capt. Carpenter had started over a year previously from the coast of Maine, and had made a voyage of over twenty-six thousand miles, including the survey of harbors and inlets, terminated by his arrival at St. Louis. The crew consisted only of the captain and a companion. The vessel took a most circuitous route, up and down all the bays and inlets of the Atlantic coast, until her arrival

had as yet occurred illustrating the degree of excellence attained in the art of boat-building, was the celebrated trial of speed between the steamers "Robert E. Lee" and "Natchez," in a race from New Orleans to St. Louis. Perhaps no event in the whole history of steamboating on the Mississippi attracted so much attention. For many days the press in the West was filled with references to it, and many newspapers in the far East esteemed it of sufficient importance to notice the progress of the two leviathans, not only by publishing long telegrams, but also editorially. The boats arrived at St. Louis on the 4th of July, having made an unparalleled run of more than twelve hundred miles. It is believed that not less than two hundred thousand persons witnessed the arrival of the "R. E. Lee," which was the first to reach the goal.¹

at New Orleans. After remaining at St. Louis a couple of days the "Jennie Bonnie" went to St. Paul, and thence across the grand portage to Lake Superior, through Lakes Huron, Erie, and Ontario into the St. Lawrence, and around to the coast of Maine to the point where she started from.

"Quite an excitement," says a St. Louis journal, "was created in steamboat circles by the trials of speed between the steamers 'R. E. Lee' and 'Natchez.' For years the time of the 'J. M. White' from New Orleans to St. Louis had stood unequalled, and among river-men there was a desire to know if any improvement in the building of fast, and at the same time good, business boats had been made. While we cannot see that anything was gained by the trial, we place the time of each boat on record for the benefit of those interested.

1844.—'J. M. White's' run :

From New Orleans to	Miles.	Days.	Hours.	Min.
Natchez.....	300	..	20	40
Vicksburg.....	410	1	5	55
Montgomery Point.....	625	1	23	8
Memphis.....	775	2	12	8
Cairo.....	1000	3	6	44
St. Louis.....	1200	3	23	9

1870.—'Natchez' time, July, 1870 :

From New Orleans to	Days.	Hours.	Min.
Natchez.....	..	17	52
Vicksburg.....	..	26	...
Head of Thresher Field.....	..	24	4
Napoleon.....	1	18	15
White River.....	1	19	30
Helena.....	2	2	35
Memphis.....	2	9	40
Head of Island No. 10.....	3	...	...
Hickman.....	3	1	43
Cairo.....	3	4	24
St. Louis.....	3	21	58

1870.—'Lee's' time, July, 1870 :

From New Orleans to	Days.	Hours.	Min.
Carrollton.....	27½
Harry's Hill.....	..	1	½
Red Church.....	..	1	39
Bonnet Carré.....	..	2	38
College Point.....	..	3	50
Donaldsonville.....	..	4	59
Plaquemine.....	..	7	5
Baton Rouge.....	..	8	25
Bayou Sara.....	..	10	26
Red River.....	..	12	56
Stamps'.....	..	13	56
Briers.....	..	15	51½
Ashley.....	..	16	29
Natchez.....	..	17	11

Steamboat Casualties.—Neither the exact number of steamboats lost nor a reasonably accurate approximation of the number of deaths resulting from steamboat accidents on Western waters will ever be ascertained, for until within a few years past but little effort was made to preserve the records and statistics of such disasters. The most reliable record of ex-

	Days.	Hours.	Min.
Cole's Creek.....	..	19	21
Waterproof.....	..	19	53
Rooney.....	..	20	45
St. Joseph.....	..	21	2
Grand Gulf.....	..	22	6
Hard Times.....	..	22	18
Vicksburg.....	1	...	38
Milliken's Bend.....	1	2	37
Railey's.....	1	3	49
Lake Providence.....	1	5	47
Greenville.....	1	10	55
Napoleon.....	1	16	22
White River.....	1	16	56
Australia.....	1	19	...
Helena.....	1	23	25
Memphis.....	2	6	9
Island No. 37.....	2	9	...
Island No. 26.....	2	15	30
Island No. 14.....	2	17	23
New Madrid.....	2	19	50
Island No. 10.....	2	20	37
Island No. 8.....	2	21	25
Lucas' Bend.....	3	...	...
Cairo.....	3	1	...
St. Louis.....	3	18	14

"Not satisfied with the result of the trips to St. Louis, a race against time was arranged for in October, from New Orleans to Natchez, in which the 'Natchez' came out victorious.

"Time of the 'Lee' and 'Natchez' from New Orleans to Natchez, October, 1870 :

From New Orleans to	'NATCHEZ.'			'R. E. LEE.'		
	H.	M.	S.	H.	M.	S.
Carrollton.....	..	25	30	..	25	30
Hill's.....	..	55	45	..	54	15
Red Church.....	1	29	45	1	28	15
Bonnet Carré.....	2	27	30	2	22	15
College Point.....	3	29	30	3	26	15
Donaldsonville.....	4	34	15	4	28	15
Plaquemine.....	6	32	45	..	...	...
Baton Rouge.....	7	49	30	7	41	15
Bayou Sara.....	10	1	45	9	53	15
Red River.....	12	21	30	12	23	...
Stamps'.....	13	23	30	13	23	30
Bryan's.....	15	26	...	13	32	...
Henderson's.....	16	8	32	16	15	40
Natchez.....	16	51	30	16	59	5

"Capt. Kannon feeling confident his boat could do still better, made one more run against time, and regained the reputation of the 'Lee.' The time was as follows :

From New Orleans to	H.	M.	S.
Carrollton.....	..	26	25
Harry Hill's.....	..	54	43
Red Church.....	1	29	5
Bonnet Carré.....	2	25	5
College Point.....	3	28	20
Convent.....	3	37	...
Donaldsonville.....	4	30	55
Bayou Goula.....	5	40	28
Plaquemine.....	6	26	50
Baton Rouge.....	7	40	42
Bayou Sara.....	9	48	20
Stamps'.....	13	11	55
Henderson's.....	15	55	25
Natchez.....	16	36	47"

plosions up to 1871 was made up by Capt. S. I. Fisher and Capt. James McCord, both well-known citizens of St. Louis and practical steamboat men.¹ This record begins in the year 1816, and is as follows:

STEAMBOAT EXPLOSIONS FOR FIFTY-FIVE YEARS.

Year.	Name of Boat.	Number of Lives Lost.	Year.	Name of Boat.	Number of Lives Lost.
1816	Washington	9	1857	Forest Rose.....	12
1817	Constitution.....	30	1857	Kentucky	3
1825	Teehe	20	1857	Fanny Fern.....	20
1830	Helen McGregor..	60	1857	Cataract.....	12
1836	Ben Franklin.....	29	1857	Buckeye Belle.....	8
1836	Rob Roy	17	1858	Titania.....	1
1837	Chariton	9	1859	Princess	70
1837	Dubuque ²	21	1859	San Nicolas.....	45
1837	Black Hawk.....	50	1859	Hiawatha	2
1838	Moselle	85	1860	John Calhoun.....	8
1838	Oronoco	100	1860	Sam Gaty.....	2
1838	Gen. Brown.....	55	1860	Ben Lewis.....	23
1838	Augusta	7	1860	H. T. Gilmore.....	2
1839	George Collier ³ ...	26	1861	Madonna.....	4
1839	Wellington.....	25	1861	Ben Sherrod.....	80
1839	Walker.....	9	1862	Pennsylvania.....	150
1840	Persia.....	23	1862	Monongahela.....	4
1844	Lucy Waller.....	25	1862	Com. Perry.....	1
1845	Elizabeth	6	1862	Advance	3
1845	Wyoming	13	1862	Igo	1
1845	Marquette	30	1862	Ollie Sullivan.....	3
1846	H. W. Johnston..	74	1863	Maria.....	4
1847	Edward Bates....	53	1864	Ben Levi.....	5
1848	Concordia.....	28	1864	Sultana	1647
1849	Virginia.....	14	1865	Nimrod	5
1849	Cutter.....	6	1865	R. J. Lockwood... 11	
1849	Louisiana.....	150	1865	W. R. Carter..... 18	
1850	St. Joseph.....	13	1865	Gen. Lytle..... 12	
1850	Anglo-Norman... 100	1866	Missouri	7	
1850	Kate Fleming....	9	1866	Phantom	11
1850	Knoxville.....	19	1866	Cumberland..... 8	
1851	Oregon.....	18	1866	Harry Dean..... 5	
1852	Pocahontas.....	8	1867	Eclipse	22
1852	Thomas Stone....	40	1868	Magnolia.....	31
1852	Glencoe	60	1870	City of Memphis.. 11	
1852	Saluda	27	1870	David White..... 5	
1852	Franklin	20	1870	Silver Spray..... 36	
1853	Bee	3	1870	Maggie Hays..... 13	
1854	Kate Kinney.....	15	1870	Iberville..... 7	
1854	Timor	19	1871	Judge Wheeler.... 9	
1854	Reindeer.....	40	1871	W. R. Arthur..... 60	
1855	Lexington	30	1871	Rob Roy..... 1	
1855	Lancaster	5	1871	Raven	7
1855	Heroine	3	1871	New State..... 1	
1856	Metropolis.....	14			

¹ The Fifth Annual Report of the St. Louis Chamber of Commerce, for 1860, has no reference to or mention of steamboat casualties.

² The "Dubuque," Capt. Smoker, was destroyed on the Mississippi River while on her voyage from St. Louis to Galena, Aug. 15, 1837, near Muscatine Bar, eight miles below Bloomington. The accident was caused by the explosion of the boiler on the larboard side, probably on account of some defect in material or workmanship. The steamboat "Adventure," arriving in a few hours after the explosion, took the "Dubuque" in tow to Bloomington. The killed were John Littleton, Isaac Deal, Felix Pope, Charles Kelly, Noah Owen, Jesse Johnson, James C. Carr, George McMurtry, Francis Pleasants, Henry A. Carr, John C. Hamilton, Joseph Brady, John Boland, Joseph L. Sanes, L. B. Sanes, Martin Shoughnohy, George Clix, David Francour, and Mrs. M. Shaughnessy and child.

³ When the "George Collier," while on her way, May 6,

The curious revelation is made by these figures that there have been more explosions of steam-boilers on Western steamboats, in proportion to the number of boats engaged in business on the rivers, since Congress enacted laws for the regulation and guidance of engineers on steam-vessels; and the list of casualties also shows that explosions were attended by more fatal results after that legislation than previously when engineers had to trust entirely to their skill and judgment in the management of the engine and regulating the pressure in the boilers. By contrasting the number of casualties for a period of eighteen years preceding the passage of the law of 1852 by Congress with the number of casualties for a period of eighteen years subsequent to the adoption of the law, the difference can be more readily perceived. During the first-named period twenty-seven boats exploded their boilers, and one thousand and two persons were killed. During a period of eighteen years subsequent to the passage of the law fifty-four boats met with disaster by explosion, and three thousand one hundred persons were killed.

From Jan. 1 to Nov. 19, 1841, the following boats engaged in the St. Louis trade were lost:

The Vermont sank between St. Louis and the mouth of the Ohio, valued at.....	\$5,000
Rienzi sank between St. Louis and the mouth of the Ohio.....	8,000
Peoria sank between St. Louis and the mouth of the Ohio.....	5,000
Chester sank between St. Louis and the mouth of the Ohio.....	20,000
Homer sank between St. Louis and the mouth of the Ohio.....	6,000
Maid of Orleans sank between St. Louis and the mouth of the Ohio.....	25,000
Oregon sank between St. Louis and the mouth of the Ohio.....	20,000
Keokuk sank between St. Louis and the mouth of the Ohio.....	6,000
Wm. Paris sank between St. Louis and the mouth of the Ohio.....	12,000
A. M. Phillips sank between St. Louis and the mouth of the Ohio.....	6,000
Tohula sank between St. Louis and the mouth of the Ohio.....	15,000
U. S. Mail sank between St. Louis and the mouth of the Ohio.....	15,000
Brazil sank on the upper Mississippi....	8,000
Caroline sank below mouth of Ohio.....	35,000
Chief Magistrate sank below mouth of Ohio.....	15,000
Baltic sank below mouth of Ohio.....	12,000
Malta sank on the Missouri.....	15,000
Missouri burnt at the wharf.....	50,000

\$290,000

1839, from New Orleans to St. Louis, was about eighty miles below Natchez, her piston-rod gave way. The cylinder-head was broken, and the boiler-stand carried away. The steam escaping scalded forty-five persons, of whom twenty-six died that day, as follows: T. J. Spalding, Ch. Brooks, William Blake, C. Herring, Mrs. E. Welch and two children, S. O'Brien and wife, S. J. Brogna, John Idida, D. J. Rose, D. Groe, F. Gross, J. B. Bossuet, P. Smith, Joseph Lawrence, Charlotte Fletcher and brother, — Bilch, and six others unknown.

In *De Bow's Review* a list of disasters to steam-boats is given which, though made from "very defective returns," has not overdrawn the picture of death, ruin, and suffering which explosions, collisions, and carelessness have inflicted on the people of this country who traveled on Western waters. This list in the *Review* for 1849 extended back many years. It is as follows:

Whole number of boats on which explosions have occurred.....	233
Passengers killed (enumerated in 6 cases).....	140
Officers " " " 31 ".....	57
Crew " " " 25 ".....	103
Whole number killed " 164 ".....	1,805
" " wounded " 111 ".....	1,015
Total amount of damages " 75 ".....	\$997,650
Average number of passengers killed in the enumerated cases.....	23
Average number of officers killed in the enumerated cases.....	2
Average number of crew killed in the enumerated cases.....	4
Average number killed in the enumerated cases.....	11
Average number wounded in the enumerated cases.....	9
Average amount of damages.....	\$13,302
The cause is stated in 98 cases; not stated in 125; unknown in 10; together.....	233
1. Excessive pressure, gradually increased, was the cause of.....	16
2. The presence of unduly heated metals was the cause of.....	16
3. Defective construction was the cause of.....	33
4. Carelessness or ignorance was the cause of.....	32
5. Accidental (rolling of boat) was the cause of.....	1

Nature of the Accidents.

Bursting boiler.....	101
Collapsing flue.....	71
Bursting steam-pipe.....	9
Bursting steam-chests.....	1
Bolt and boiler forced out.....	1
Struck by lightning.....	1
Blew out boiler-head.....	4
Breaking cylinder-head.....	1
Breaking flange of steam-pipe.....	2
Bridge-wall exploded.....	1
Unknown.....	3
Not stated.....	38
Total.....	233

Classification of Causes.

1. Under pressure within the boiler, the pressure being gradually increased. In this class are the cases marked "excessive pressure."	
2. Presence of unduly heated metal within the boiler. In this class are included	
Deficiency of water.....	14
Deposits.....	2—16
3. Defective construction of the boiler and its appendages.	
Improper or defective material:	
In this class are included cast-iron boiler-head.....	5
Inferior iron.....	5
Iron too thin.....	3
Cast-iron boiler.....	1
Defective iron in flue.....	1—15
Bad workmanship:	
Want of proper gauge-cocks.....	3
Defective flue.....	1
Extending wire walls.....	1
Pipe badly constructed.....	1
Want of step-joints on pipe.....	1—7
Defective boiler (nature of defect not stated).....	11
Total in this class.....	33

4. Carelessness or ignorance of those intrusted with the management of the boiler.

In this class:

Racing.....	1
Incompetent engineers.....	2
Old boilers.....	6
Stopping off water.....	1
Carelessness.....	22—32

Dates and Numbers of Explosions.

1816.....	3	1834.....	7
1817.....	4	1835.....	10
1819.....	1	1836.....	13
1820.....	1	1837.....	13
1821.....	1	1838.....	11
1822.....	1	1839.....	3
1825.....	2	1840.....	8
1826.....	3	1841.....	7
1827.....	2	1842.....	7
1828.....	1	1843.....	9
1829.....	4	1844.....	4
1830.....	12	1845.....	11
1831.....	2	1846.....	7
1832.....	1	1847.....	12
1833.....	5	1848.....	12
Date given in 177 cases; not stated in 56; total.....	233		
Pecuniary loss, 233 cases, at \$13,202 each.....	\$3,090,366		
Loss of life, 233 cases, at 11 each.....	2,563		
Wounded, 233 cases, at 9 each.....	2,097		
Total killed and wounded.....	4,660		

The fate of boats employed in the Mississippi trade is traced in the *Western Boatman* for 1848, as follows:

344 worn out or abandoned.....	50½ per cent.
238 snagged or otherwise sunk.....	34½ "
68 burnt.....	10 "
17 lost by collision.....	2½ "
17 explosions.....	2½ "

The seventeen boats which had their boilers burst were the "Washington," "Union," "Atlas," "Caledonia," "Porpoise," "Cotton Plant," "Tallyho," "Tricolor," "Car of Commerce," "Alabama," "Hornet," "Kanawha," "Helen McGregor," "Huntress," "Gen. Robinson," "Arkansas," and "Tech."

Average age of boats worn out or abandoned, five years nearly.

Average age of boats sunk, burnt, or otherwise lost, four years nearly.

Boats of which we have no dates of loss are calculated by the accounts obtained.

Building.

Built in Pittsburgh district.....	304
" Cincinnati.....	221
" Louisville.....	103
" Nashville.....	19
" other places.....	37
Total.....	684

Number of Boats built in each of the following years:

1811.....	1	1825.....	32
1812.....	0	1826.....	60
1813.....	1	1827.....	24
1814.....	2	1828.....	35
1816.....	5	1829.....	55
1817.....	8	1830.....	43
1818.....	31	1831.....	63
1819.....	34	1832.....	80
1820.....	9	1833.....	48
1821.....	7	1834.....	59
1822.....	10	1835.....	52
1823.....	14		
1824.....	13	Total.....	684

The following is a compilation of the number of boats lost up to 1850:

From 1810 to 1820.....	3
“ 1820 to 1830.....	37
“ 1830 to 1840.....	184
“ 1840 to 1850.....	270
Boats whose date of loss is unknown.....	80
Total.....	576
The tonnage of 480 of the above boats, as ascertained by record.....	68,048
Tonnage, supposed.....	17,210
Total.....	85,258
Original cost of boats lost by sinking, as ascertained.....	\$6,348,940
Supposed original cost of 102 not accounted for.....	765,000
Total original cost.....	7,113,940
Total depreciation while in service.....	3,665,890
Final loss.....	3,681,297

The list of boats destroyed by fire comprises 166. The original cost of these 166 steamers was \$1,010,854.

The following are some of the more noteworthy disasters to St. Louis vessels:

In March, 1823, the “Tennessee,” Capt. Campbell, was lost and thirty persons drowned. In December of the same year the “Cincinnati,” on her way from St. Louis to New Orleans, ran on a snag below Ste. Genevieve and sank. No lives were lost.

In the latter part of April, 1832, the “Talisman,” lying in port at St. Louis, was burned to the water’s edge. On the 24th of October, 1834, the “Missouri Belle” collided with the “Boone’s Lick” and sank almost immediately, thirty persons being drowned.

The “Shepherdess,” from Cincinnati for St. Louis, struck a snag on the 4th of January, 1844, in Cahokia Bend, within three miles of Market Street wharf, St. Louis, and sank. The disaster occurred about eleven o’clock at night, and as most of the passengers had retired to their cabins and the boat sank rapidly, the loss of life was very great.

On the 10th of March, 1848, the steamers “Avalanche,” “Hibernian,” “John J. Hardin,” and “Laclede,” with two barges, were burned at the Levee near the foot of Washington Street, St. Louis; and on the 9th of May the steamers “Mail,” “Missouri Mail,” “Lightfoot,” and “Mary” were burned at their wharf in St. Louis.

The following boats were burned at St. Louis during the year 1849, excepting at the time of the great fire in May:

Algona, July 29th.....	\$18,000
Dubuque, July 29th.....	8,000
Highlander, May 1st.....	14,000
Mary, July 29th.....	30,000
Phoenix, July 29th.....	16,000
San Francisco, July 29th.....	28,000

Accidents to Steamboats which were afterwards raised and repaired.

“Buena Vista,” took fire at Kaskaskia landing; cargo greatly damaged by water; boat saved from burning by the exertions of her officers and crew.

“Governor Briggs,” struck a wreck and sunk in backing out from the wharf at St. Louis July 12th; afterwards raised and repaired.

“Magnet,” collapsed connection pipe and flue at St. Louis August 8th; afterwards repaired.

“San Francisco,” exploded a boiler at St. Louis May 30th, killing and scalding several persons; afterwards burned at the same place on July 29th.

Twenty-three vessels were burned at the wharf in St. Louis at the time of the great fire on May 17, 1849, as follows:

“American Eagle,” Cossen, master, Keokuk and Upper Mississippi packet, valued at \$14,000, total loss; insured for \$3500 in Pittsburgh; no cargo.

“Alice,” Kennett, master, Missouri River packet, valued at \$18,000, total loss; insured for \$12,000,—\$9000 in city offices, balance East; cargo valued at \$1000.

“Alexander Hamilton,” Hooper, master, Missouri River packet, valued at \$15,000, total loss; insured for \$10,500 in Eastern offices; no cargo.

“Acadia,” John Russell, master, Illinois River packet, valued at \$4000, total loss; fully insured in Eastern offices; cargo fifty barrels molasses and sundry small lots of merchandise, valued at \$1000.

“Boreas, No. 3,” Bernard, master, Missouri River packet, valued at \$14,500, total loss; insured for \$11,500 in city offices; no cargo.

“Belle Isle,” Smith, master, New Orleans trade, valued at \$10,000, total loss; insured for \$8000 in the Columbus agency at New Orleans and another office; no cargo.

“Eliza Stewart,” H. McKee, master, Missouri River trade, valued at \$9000, total loss; insured for nearly the full value,—\$4500 in the Nashville agency, balance in the city; no cargo.

“Eudora,” Ealer, master, New Orleans and St. Louis trade, valued at \$16,000, total loss; insured for \$10,500, all in city offices; no cargo.

“Edward Bates,” Randolph, master, Keokuk packet, valued at \$22,500, total loss; insured for \$15,000, all in city offices; no cargo.

“Frolic” (tow-boat), Ringling, master, valued at \$1500, total loss; no insurance; no cargo.

“General Brook” (tow-boat), Ringling, master, valued at \$1500, total loss; no insurance; no cargo.

“Kit Carson,” Goddin, master, Missouri river packet, valued at \$16,000, total loss; insured for \$8000, if not more, in city offices; cargo valued at \$3000.

“Mameluke,” Smithers, master, New Orleans and St. Louis trade, valued at \$30,000, total loss; insured for \$20,000,—\$8000 in Louisville, \$5000 in Columbus agency, \$7000 in St. Louis; no cargo.

“Mandan,” Beers, master, Missouri river trader, valued at \$14,000, total loss; insured for \$10,500, all in city offices; no cargo.

“Montauk,” Legrand Morehouse, master, Upper Mississippi trader, valued at \$16,000, total loss; insured for \$10,000,—\$5000 here, balance in agencies; cargo valued at \$8000.

“Martha,” D. Finch, master, Missouri river trader, valued at \$10,000, total loss; fully insured; cargo valued at \$30,000, also insured.

“Prairie State,” Baldwin, master, Illinois river packet, valued at \$26,000, total loss; insured in Eastern offices for \$18,000; cargo valued at \$3000.

“Red Wing,” Barger, master, Upper Mississippi trade, valued at \$6000, total loss; no insurance; cargo valued at \$3000.

"St. Peters," Ward, master, Upper Mississippi trade, valued at \$12,000, total loss; insured for \$9000 in the Nashville and Louisville agencies; no cargo.

"Sarah," Young, master, New Orleans and St. Louis trade, valued at \$35,000, total loss; insured for \$20,000 at Cincinnati; cargo valued at \$30,000.

"Taglioni," Marshall, master, Pittsburgh and St. Louis trade, valued at \$20,000, total loss; insured for nearly the full value in Pittsburgh; cargo fifty tons of iron, five hundred kegs of nails, and sundry lots of merchandise, valued at from \$12,000 to \$15,000.

"Timour," Miller, master, Missouri river trade, valued at \$25,000, total loss; insured for \$18,000,—\$4000 in the city offices, the balance East; cargo valued at \$6000.

"White Cloud," Adams, master, New Orleans and St. Louis trade, valued at \$3000, total loss; fully insured; no cargo.

The steamboat "Andrew Jackson" was destroyed by fire while lying at Illinoistown on Aug. 7, 1850. She was an old boat and insured for six thousand dollars. Five other boats narrowly escaped being consumed. The steamboat "Governor Briggs" was damaged by collision with the "Allegheny Mail," near St. Louis, on January 13th. The "Mustang" was burned to the water's edge at St. Louis on May 8th. She was rebuilt, but afterwards lost by snagging in the Missouri, near Brunswick, early in October. The "Ohio" blew out a mud-valve at St. Louis on September 26th, scalding two persons.

The bursting of the larboard boiler of the ferry-boat "St. Louis," on the 23d of February, 1851, caused one of those terrible disasters which have so often shocked the public in this country. "Timbers, large masses of machinery, brick-work, and ashes were hurled aloft in every direction with many human beings." There were from twenty-five to thirty persons on the boat at the time of the explosion. Of that number there were but three or four survivors. There were thirteen bodies identified. The coroner's list of dead mentions "John Walter James, an unknown boy, Sebastian Smith, a boy called Bill, living in Illinoistown near Pap's house, Dr. Truett, Merriwether Smith, Robert Hardin, Alexander McKean, William W. Benson, Isaac Cooper, Alfred Wells, Ernest August Smidt."

The steamer "Sultana" was destroyed by fire, with a loss of seventy-five thousand dollars on boat and cargo, on the 12th of June, 1851, while lying at the foot of Mullanphy Street, St. Louis.

By the explosion of the boilers of the steamer "Glencoe," upon her arrival at St. Louis from New Orleans, on April 4, 1852, another great destruction of life and property was brought about. During the same fire the steamer "Cataract" was greatly injured, together with wood- and wharf-boats. On the 18th of January, 1853, the steamers "New England," "Brunette," and "New Luey" were burned at the

wharf in St. Louis. The steamer "Bluff City" was burned, and the "Dr. Franklin, No. 2," and "Highland Mary" were greatly damaged by the fire from the first, on the 27th of July, 1853, while lying at the St. Louis Levee. The "Montauk," "Robert Campbell," and "Lunette" were burned on the 13th of October, 1853. On Feb. 16, 1854, the Alton packet, "Kate Kearney, No. 1," exploded her starboard boiler just as she was starting from St. Louis. Twenty-five persons were severely scalded. The Rev. S. G. Gassaway, rector of St. George's Church, St. Louis, was killed, and Maj. Buell was severely injured. The steamers "Twin City," "Prairie City," and "Parthenia" were burned at the wharf in St. Louis on the 7th of December, 1855. A loss of nearly one hundred thousand dollars was caused by the burning of the steamers "St. Clair," "Paul Anderson," "James Stockwell," "Southerner," and "Saranac," and the damaging of the "Monongahela," "Pennsylvania," and "Mattie Wayne."

The steamer "Australia" was burned on the 1st of April, 1859, and the steamers "New Monongahela" and "Edinburgh" at Bloody Island on the 15th of May of the same year. A loss of two hundred thousand dollars and the destruction of five steamers were caused by the burning of the "H. D. Bacon, the "L. L. McGill," the "Estella," the "A. McDowell," and the "W. H. Russell," on the 27th of October, 1862.¹ The steamers "Imperial," valued at sixty thousand dollars, "Hiawatha," valued at sixty thousand dollars, "Jesse K. Bell," valued at twenty thousand dollars, and the "Post-Boy," valued at thirty-five thousand dollars, were burned on the 13th of September, 1863. The "Chancellor," "Forest Queen," and the "Catahoula" were burned on the 4th of October, 1863. The steamer "Maria," having on board a portion of the Third Iowa and Fourth Missouri Cavalry, was blown up at Carondelet in December, 1864.² The "Jennie

1 The number of steamboats destroyed and damaged in 1860			
was.....	299		
The number of canal-boats destroyed and damaged in 1860			
was.....	48		
The number of coal and flat-boats destroyed and damaged in 1860 was.....			
	208		
The number of steamboats totally destroyed was.....			
	120		
Due to the following causes:			
Sunk.....	11	Snagged and damaged.....	44
Burned.....	31	Damaged by storm.....	39
Explosion.....	19	Breaking machinery.....	21
Collision.....	24	Collision with banks.....	8
Loss of life, 254.			

² From the *Republican* of Dec. 12, 1864:

"At seven o'clock Sunday morning the steamboat 'Maria,' loaded with government troops, horses, mules, wagons, etc., was blown up while lying at the landing at Carondelet, and afterwards burned to the water's edge. About six o'clock Saturday evening the 'Maria,' 'Lillie Martin,' and 'Ella Faber,'

Lewis," and the ferry-boat "Illinois, No. 2," were sunk in the ice at St. Louis, Nov. 19, 1864.

The Carondelet and Marine Railway Docks, together with the steamer "Jeanie Deans," were totally destroyed by fire on the 12th of May, 1866. The steamers "Ida Handy" (valued at seventy-five thousand dollars), "Bostona," and "James Raymond" were burned on the 2d of June, 1866. The steamer "Magnolia," valued at one hundred and fifty thousand dollars, was burned on the 13th of June. By the fire of the 7th of April, 1866, the steamers "Fanny Ogden" with cargo, the "Frank Bates" and cargo, the "Nevada" and cargo, the "Alex. Majors" with cargo, and the "Effe Deans" with cargo, all together involving a loss of over five hundred thousand dollars, were destroyed. On the 26th of February, 1866, a disastrous fire occurred, destroying the steamers "Leviathan," "Luna," "Peytona," and "Dictator," with a loss estimated at three-quarters of a million of dollars.

On December 19th the steamer "Gray Eagle" was sunk at St. Louis. The ice-gorge of 1865-66 occasioned a loss of nearly a million of dollars to the owners of steamboats. The following was the esti-

having on board a considerable number of cavalry, principally belonging to the Third Iowa and Fourth Missouri Cavalry, left the Levee at St. Louis and dropped down to Carondelet, about seven miles below, where they were lying when the disaster took place, the 'Maria' between the other two. She had on board Col. Benteen, commanding brigade, with his staff and escort, Col. B. S. Jones, Third Iowa Cavalry, a portion of his command and detached troops, amounting in all to about one hundred men, besides the crew of the boat, *en route* for Cairo. The explosion, by whatever means caused, threw the forward end of the boilers apart, landing them on the deck, without disturbing the after ends, and dashed the front of the furnaces and a quantity of coal forward, setting fire to bales of hay, twelve of which only were on deck, the remainder with the oats being in the hold. At the moment the explosion took place the floor of the cabin was burst up, and falling back precipitated a number of soldiers down upon the boilers and burning wreck.

"When the 'Maria' left St. Louis she was in advance of the 'Ella Faber,' who had on board men recently belonging to the Fourth Missouri Cavalry. Eight of the men of this regiment left behind got on board the 'Maria.' Two only of those are known to have got off unhurt. What has become of the others is not known. Immediately after the accident occurred the 'Lillie Martin,' which had steamed up, fell down and took off the men on board and on the after-part of the boat, and also three ladies. In half an hour after the explosion the boat was a mass of flame, allowing time to save nothing but the load of human life aboard. The 'Maria' is a new boat, built at Cincinnati, the trip to St. Louis being her third since built. Her cost was thirty-five thousand dollars. She is insured at Cincinnati, but for what amount we did not learn. The officers of the 'Maria' are Capt. Alexander Montgomery; Wesley B. Dravo and William Dravo, clerks; Washington Couch and Frank Canger, engineers; Thomas Botts and Andrew Acker, mates; Sol. Catterlin and David Blashfield, pilots."

mate of the total loss of steamboat-owners and underwriters from the formation of the ice-gorge at St. Louis in 1865 to its breaking on the 16th of December of that year, together with the names of the vessels sunk :

	Value.
New Admiral.....	\$60,000
Old Sioux City.....	10,000
Empire City.....	20,000
Calypso (about).....	30,000
Highlander.....	20,000
Geneva.....	27,000
Metropolitan (about).....	18,000
Four wharf-boats (about).....	15,000
Seven barges (about).....	25,000
On the second breaking up, Friday, the 12th January, 1866:	
Belle of Memphis.....	85,000
John Trendly (ferry-boat).....	50,000
Prairie Rose.....	15,000
Julia.....	16,000
Warsaw.....	35,000
Underwriter, No. 8.....	20,000
Omaha.....	12,000
Saturday, the 13th of January, the	
Nebraska.....	20,000
City of Pekin.....	37,000
Hattie May.....	30,000
Diadem.....	22,000
Viola Belle.....	30,000
Reserve.....	30,000
Rosalie.....	45,000
Five rock-boats (about).....	18,000
Memphis wharf-boat.....	5,000
Alton wharf-boat.....	2,500
Total.....	\$697,500

In the above table no amount whatever is set down for damage done the boats that escaped being sunk. The computations made on this subject by steamboatmen and steamboat-builders aggregated one hundred and forty thousand dollars, while some went as high as one hundred and sixty thousand and one hundred and seventy thousand dollars.

The following is a list of steamboat disasters at or near St. Louis from 1867 to 1881, inclusive :

- 1867. Jan. 20, "Mexico," burned at St. Louis; total loss.
- Jan. 26, "R. C. Wood," sunk opposite Carondelet.
- Jan. 26, "E. H. Fairchild," sunk opposite Carondelet.
- Feb. 6, "Tom Stevens," sunk near St. Louis.
- Feb. 13, "White Cloud," sunk at St. Louis; total loss.
- June 13, "Governor Sharkey," sunk at St. Louis; total loss.
- Sept. 10, "G. W. Graham," burned at St. Louis; total loss.
- Sept. 10, "Yellowstone," burned at St. Louis; total loss.
- Sept. 27, "Illinois," exploded at St. Louis; repaired.
- 1868. Feb. 4, "Anna White," sunk by ice in St. Louis harbor; total loss. Value \$12,000; partly insured.
- Feb. 4, "Clara Dolsen," New Orleans packet, burned in St. Louis; total loss. Insured for \$25,000.
- Feb. 22, "Kate Putnam," sunk near St. Louis; raised and repaired. Insured for \$20,000.
- Feb. 29, "Paragon," sunk in Mississippi River near Cape Girardeau; total loss. Insured for \$35,000.
- March 2, "M. S. Mepham," burned at St. Louis Levee. Value \$35,000; insured for \$40,000. Total loss.
- March 2, "Fannie Scott," burned at St. Louis Levee. Damage \$5000.

March 2, "Kate Kinney," partially burned at St. Louis Levee. Damage \$5000; insured.

April 18, "George D. Palmer" (stern-wheeler), partially burned at St. Louis Levee. Damage \$5000; insured at Cincinnati.

Dec. 18, "George McPorter," sunk in St. Louis harbor; total loss.

1869. March 29, "Carrie V. Kountz," "Gerard B. Allen," "Ben Johnson," "Henry Adkins," "Jennie Lewis," and "Fannie Scott" burned at St. Louis; loss nearly \$500,000.

Oct. 28, steamer "Stonewall" burned, and a large number of lives lost.

1870. Jan. 19, steamer "Lady Gay," one day out from St. Louis, struck a snag near Grand Tower and was sunk. She was built in 1865, and was valued at \$50,000. She was one of the boats of the St. Louis and New Orleans Packet Company, and belonged to Capt. I. H. Jones, Theodore Laveille, and others. She was insured for \$24,000 on boat and \$30,800 on cargo and stock.

Jan. 28, collision between the tow-boat "Fisher" and ferry-boat "East St. Louis," opposite Olive Street; damage slight.

1871. Jan. 13, tow-boat "Tiber" thrown out of the river at the foot of Biddle Street, St. Louis, by floating ice, and totally destroyed.

The canal propeller "Sligo" beached and destroyed by the floating ice at the foot of Cherry Street, St. Louis.

Jan. 28, the steamer "W. R. Arthur," bound from New Orleans to St. Louis, exploded her boilers on the Mississippi River when about twenty miles above Memphis. The boat was totally destroyed. By this accident about sixty lives were lost.

Feb. 28, the St. Louis and Keokuk packet "Rob Roy" met with a serious accident when leaving St. Louis. The starboard head of the steam-drum blew out with great force. Two staterooms and the mess-room were demolished. West Robinson, a deck-hand, was killed.

March 8, great storm at St. Louis. The St. Louis and New Orleans packet "Mollie Able," a fine side-wheel steamer, lying at the East St. Louis wharf, was caught by the tornado and almost totally destroyed. Several other boats were injured.

1876. Feb. 12, the steamer "Rescue" caught fire at the wharf in St. Louis and burned to the water's edge; afterwards rebuilt.

Feb. 16, steamer "John M. Chambers" partly burned at wharf; rebuilt.

April 8, steamer "Rob Roy" struck St. Louis bridge; slightly damaged. On the 25th, the propeller "Whale" struck the bridge, and was damaged to the extent of about \$2000.

Dec. 13, the ice-gorge at St. Louis gave way, carrying with it, destroying and partially destroying, the following boats and barges:

Steamers.	Value.	Loss.
Centennial.....	\$65,000	\$5000
Jennie Baldwin	2,000	2000
Bayard.....	3,500	3500
Rock Island.....	4,000	4000
Davenport.....	4,000	4000
Alexander Mitchell.....	30,000	5000
War Eagle.....	75,000	5000
Andy Johnson.....	30,000	3000

There was no insurance on any of the above steamers.

Steamer "Fannie Keener" was also sunk; was valued at \$5000, fully insured.

Steamer "South Shore," valued at \$2500.

Steamer "Southern Belle," valued at \$1500, and four barges, valued at \$4500.

1877. Sept. 19, while the steamer "Grand Republic" was lying in port at St. Louis she caught fire and burned to the water's edge. She cost \$300,000, and was insured for \$50,200. Six weeks previous to this disaster her owners spent \$25,000 in

repairing her. The iron-hulled steamer "Carondelet," which was lying alongside of the "Grand Republic," met the same fate. She was valued at \$20,000 and insured for \$17,500. The sparks from a passing steamer were the supposed cause of the fire.

1878. March 8, steamer "Colossal" burned to the water's edge while lying at the bank at St. Louis; loss \$12,000.

March 9, the tug-boat "Baton Rouge" damaged by fire at St. Louis.

June 8, steamer "Exchange" burned to the water's edge at St. Louis; loss \$9000.

1879. June 11, the tug "Charles F. Nagle" struck a snag opposite South St. Louis and sank. She was raised.

1880. March 27, steamer "Daisy" sunk at South St. Louis; valued at \$3000.

Sept. 26, steamer "Fannie Tatum" sunk below St. Louis; valued at \$15,000; cargo, \$35,000. She was raised.

1881. March 13, steamer "James Howard" destroyed by fire at St. Louis wharf, together with a cargo of sugar, etc., valued at \$65,000; boat valued at \$75,000.

April 9, steamer "Victory" collided with St. Louis bridge and sunk; afterwards raised.

April 11, the tug "Daisy" exploded her boilers and sunk. Two lives lost.

Steamboat-Building.—The building and repairing of steamboats at St. Louis is an industry which originated at a comparatively early period. In December, 1830, mention was made of the fact that the Legislature had passed an act to incorporate the St. Louis Marine Railway Company, which was organized in March, 1831, with Peter Lindell, president; John Mullanphy, D. D. Page, Thomas Biddle, and J. Clemens, Jr., directors; John O'Fallon, treasurer; and James Clemens, Jr., secretary. In 1833 there was in existence at the upper end of the city a marine railway under the superintendence of Thomas J. Payne, which it had been announced in July would be ready for work in the same year.¹

In 1841 public sentiment began to be directed towards the importance of securing the construction at St. Louis of the steamboats that carried on her commerce, and the newspapers of that year repeatedly called attention to efforts being made in that direction.²

¹ *Marine Railway at St. Louis.*—The proprietors have the pleasure of informing the public that their ways have been fairly tested, and are now ready to receive for repair steamboats and other craft at the very low price of one hundred dollars for all boats not exceeding one hundred tons, to lie on the ways two days for repair without any additional charge, except the cost of repair. Boats exceeding one hundred tons will be charged one dollar per ton, with the privilege of lying on the ways for repair from two to four days, according to tonnage. Boats that shall remain on the ways longer than is herein privileged to pay for every day exceeding the privileged number twenty per cent. on the sum charged for drawing out.

THOMAS J. PAYNE,

Superintendent Marine Railway Company.

—*Republican*, July 22, 1833.

² "A great deal has been said by the newspapers of this city in favor of building boats at this place. The spirit has been

In 1842 two boat-yards for the construction of vessels were in existence, and in January, 1843, the marine railway of Messrs. Murray & Sons, below Thomas' mill, erected for the purpose of drawing out and repairing boats, was ready for work. The structure consisted of eight ways reaching into the bed of the river below low-water mark. There was a cradle upon each two ways which let down into the river, and upon which the boat was placed, and from these, two chains led to a beam which was propelled by a wheel and screws, and each screw was turned by a horse, thus combining the power of the lever and the screw.

The *Reporter* of Jan. 29, 1846, contained the following statement of steamboats built at St. Louis, of boats built elsewhere for St. Louis, and of boats purchased and brought into the St. Louis trade in 1845, furnished by L. A. Hedges, surveyor of that port:

BOATS BUILT AT ST. LOUIS.

Names.	Tonnage.	Cost.
Governor Briggs.....	91	\$9,000
Laclede.....	239	20,000
Missouri.....	887	45,000
Iowa.....	249	22,000
Dial.....	140	7,000
Helen.....	61	8,000
Prairie Bird.....	213	17,000
Little Dove.....	77	5,500
Ocean Wave.....	205	17,000
Convoy.....	750	39,000
	2912	\$189,500

moved, the ground has been broken, and we trust that hereafter we shall have no cause to complain, and that our boat-owners will consult not only their own individual interests, but the interests of the community also, and give to their neighbors and customers employment in return for their custom. It is not more gratifying to us than it will doubtless be to many others of our citizens to learn that Capt. Case has opened a boat-yard in the upper part of the city, near the site of the old brewery. The situation is pronounced by experienced boat-builders to be one of the best in the West. The water in front of it is deep, and no difficulty will be experienced at any season of the year in launching boats. Upon examination it is ascertained that the timber is superior to any used in the West in building boats.

"A contract has been made by Messrs. Hoffman, Alleyne & Klein for the hull of a new boat, and for the machinery of the 'Little Red,' of three hundred and fifty tons, for the New Orleans trade. The keel has been laid, and the frame is nearly ready to be put up. The foundry-work will be by Messrs. Kingsland & Lightner, and the cabin and upper works by Mr. Lumm. The whole is under the supervision of Capt. J. C. Shepard.

"A contract has been made for the rebuilding of a boat to be called the 'Phoenix,' and for the machinery of the 'Missouri.' The contract for the hull has been made with the Dry-Dock Company, the cabin and superstructure by Messrs. Whitehill & Weston, the foundry-work by Messrs. Kingsland & Lightner and her clothing and other articles of outfit by Mr. John J. Anderson, the whole under the superintendence of Capt. John F. Hunt."—*Republican*, Nov. 11, 1841.

BUILT ELSEWHERE FOR ST. LOUIS OWNERS.

Names.	Tonnage.	Cost.
Boreas, No. 2, Pittsburgh.....	222	\$20,500
Nebraska, Pittsburgh.....	149	15,500
War Eagle, Cincinnati.....	156	14,000
Time, Louisville.....	109	6,500
Windsor, Louisville.....	196	16,000
Wiota, Elizabethtown.....	219	17,000
Odd Fellow, Smithland.....	98	7,500
Pride of the West, Cincinnati..	371	20,000
	1520	\$117,000

PURCHASED FOR THE ST. LOUIS TRADE.

Names.	Tonnage.	Cost.
Falcon, of Beaver.....	144	\$6,000
Fortune, of Louisville.....	101	6,000
Balloon, of New Albany.....	154	6,000
Radnor, of Jeffersonville.....	163	6,000
Cecilia, of Pittsburgh.....	112	3,000
North Bend, of Pittsburgh.....	120	4,000
Archer, of Pittsburgh.....	148	9,000
Amulet, of Wheeling.....	56	2,500
Tioga, of Wheeling.....	171	4,000
Tributary, of Pittsburgh.....	149	3,000
Lehigh, of Pittsburgh.....	188	4,500
Cumberland Valley, of Smithland.....	168	2,000
	1674	\$61,000
Total addition to St. Louis tonnage.....	6106	
Total cost.....		\$367,500

This statement is interesting, as showing the increase of boat-building in St. Louis, as well as enabling us to compare the cost between boats built in St. Louis and those built elsewhere at this time.¹

The Marine Railway and Floating Dock Company in 1850 had at Carondelet a dock three hundred and fifty feet in length and ninety-four feet in breadth, with seven feet depth of hold. The hold was divided into four water-tight compartments from bow to stern, which were sub-divided by bulkhead thwartships, cutting the whole into twenty-six air- and water-tight chambers. The Mound City Marine Ways Company was established in 1858 by Capt. William L. Hambleton, and its affairs were subsequently conducted under the name of Hambleton Brothers. The business proved very successful, a hundred new boats having been built by the firm and more than a thousand repaired.

The building of iron hulls for steamboats has of late years become an important industry at St. Louis. Though several iron-plated war-vessels were con-

¹ It was noted in the *Republican* of Nov. 1, 1848, that "contracts have been entered into with Messrs. Brotherton & Gordon for the lumber to be used in the building of a ship in this city. It is to be commenced immediately by Capt. Evans and Mr. French, who design to make it a permanent business. The vessel is to be of three hundred tons burden, and will be completely fitted and rigged here. It is to be completed by the 1st of April, will then be loaded and proceed seaward. It is believed that sea-vessels can be built here on better terms than at New York or on the Ohio. The timber used in their construction is of a better quality than that obtained on the Ohio, and greatly cheaper than that which is used in New York."

strued at St. Louis during the civil war, it was not until about the year 1874 that the building of iron hulls took definite and positive form as a leading industry. To Theodore Allen, more than to any other individual, is due the credit of establishing this great business. In 1874, Mr. Allen issued a prospectus pointing out the advantages of iron hulls over wooden, and proposed the erection of the "St. Louis Iron Ship Works," which were afterwards inaugurated under the name of the "Western Iron Boat Building Company," composed of Messrs. Chouteau, Harrison, and Vallée, well-known iron manufacturers. Of this company Mr. Allen became superintendent. The yards of the company at Carondelet extend for two thousand one hundred feet along the river-front, and back to the railroad, employing about two hundred men. A pamphlet published by Charles P. Chouteau in 1878 gives a map and very complete statistics of the products of the West, covering the statistics of tonnage and business on Western waters, the towing and barge business, the defects of wooden and the advantages of iron hulls.

St. Louis and St. Paul Packet Company.—This corporation had its origin in the Keokuk Northern Line Packet Company, which was formed by the consolidation of the St. Louis and Keokuk Packet Company and the Northern Line Packet Company. The St. Louis and Keokuk Line was formed Jan. 1, 1842, the principal members of the company being Capt. John S. McCune and J. E. Yeatman. In October, 1842, the keel of the first boat, the "Di Vernon," was laid at St. Louis, and the vessel was completed at a cost of sixteen thousand dollars and started on her first trip to Keokuk before the close of navigation. On the opening of the spring trade in 1843 she commenced running regularly, and with two other (transient) steamers formed a daily line, which continued throughout the season. During the following winter the company built the "Laclede," one of the best steamboats of her day, and at the same time purchased the "Boreas." With these vessels the daily line was resumed in the spring of 1844, the company in the mean time having secured the contract for carrying the mails. During this season an opposition line with three steamers—the "Swallow," "Anthony Wayne," and "Edwin Bates"—was organized, and in the following spring both lines commenced running and continued until about midsummer, when the new line succumbed, and the "Bates," a fast and handsome boat, was purchased by the old company. In the spring of 1846 the "Lucy Bertram," and in the fall of 1847 the "Kate Kearney," both new and handsome vessels, were added to the line. Another

"Di Vernon" was built at St. Louis in 1850 at a cost of forty-nine thousand dollars, a sum which was thought at the time to be very large for the construction of a steamboat. In the spring of the same year another opposition line, with the steamers "Monongahela," "New England," and "Mary Stephens," was established. The two lines were kept up during nearly the entire spring and summer. One boat of each line left port daily, side by side, at the top of its speed, burning the most expensive fuel, paying the highest wages, and carrying freight and passengers at a price so low that the entire receipts of both would not defray one boat's wood bill. The contest was long and severe, and lasted until late in the summer. When the two lines had sunk about fifty thousand dollars, the opposition boats were withdrawn and sold at auction, and the "New England" was purchased by the old company.

The "Jeanie Deans" was built in the summer of 1852,¹ and the "New Lucy" in the fall of the same year. The "New Lucy" was burned at her wharf at St. Louis about six weeks after being finished. During the summer of 1853 the "Westerner" was built, and subsequently another "Kate Kearney." There were also added to the line from time to time the "Sam Gaty," "Keokuk," and "Quincy," built at St. Louis, and the "Ben Campbell," "Prairie State," "J. McKee," "Glaucus," "Regulator," "Jenny Lind," "Conewago," "York State," "Winchester," "Thomas Swann," and others obtained by purchase.

¹ The commander of the "Jeanie Deans" was Capt. J. W. Malin. Capt. Malin was born in October, 1818, at Vevay, Switzerland Co., Ind. In 1832 he commenced his career as a river pilot in the flat-boat business, between Madison and Cincinnati, and a few years later began running a packet between Cincinnati and St. Louis, commanding at different times in that trade the "John Drennan," the "Mary Stevens," the "Royal Arch," the "Hamburg," and the "Statesman." He next engaged in the Minnesota trade, and was afterwards connected for ten years with the Keokuk Packet Line, commanding at first the "Jeanie Deans," with which he remained until the building of the "Warsaw," which he commanded until that vessel became unfit for further use. In 1863 he engaged with Capt. Scudder in the commission business in St. Louis, the firm being Malin & Scudder, but subsequently returned to his old occupation and commanded vessels in the Star and Anchor Lines. Capt. Malin had purchased in 1868 an interest, with Capt. Brolaski, in the Laclede Hotel, and in 1870, having bought his partner's share, he associated his son, Walter A. Malin, with him and assumed the management of the hotel. In 1871 the erection of an extensive addition to the hotel was commenced by Dr. Bircher, and completed in August, 1873, at which time Malin & Son took possession and united the two under the name of the Laclede-Bircher Hotel. The latter portion of the title, however, was seldom used, and the hotel was popularly known simply as the Laclede. Capt. Malin died at the Hot Springs, Ark., in September, 1874.

In 1857 the company established the Quincy line, making one freight and passenger line between St. Louis and Quincy, and one mail and passenger line between St. Louis and Keokuk. They were arranged as follows:

Quincy Packets.—“Keokuk,” Bradley, master; “Sam Gaty,” Richardson, master; “Quincy,” Ford, master.

Keokuk Mail Packets.—“Jeanie Deans,” Malin, master; “Di Vernon,” Sheble, master; “Thos. Swann,” Johnson, master.

About 1871 the line was consolidated with the Northern Line Packet Company. In the winter of 1857–58 a number of the captains of steamboats plying between St. Louis and St. Paul determined to form a new line and make regular trips, leaving on stated days in the week. On the opening of navigation in the following spring this line consisted of the steamers “Canada,” Capt. James Ward; “W. L. Ewing,” Capt. W. Green; “Denmark,” Capt. R. C. Gray; “Metropolitan,” Capt. Thomas B. Rhodes; “Minnesota Belle,” Capt. Thomas B. Hill; and “Pembina,” Capt. Thomas H. Griffith. Messrs. Warden & Shaler were appointed agents, and the line was known as the Northern Line. In 1859 the “Chippewa,” Capt. W. H. Crapeta; “Dew Drop,” Capt. N. W. Parker; “Lucie May,” Capt. J. B. Rhodes; “Aunt Letty,” Capt. C. G. Morrison; “Northerner,” Capt. P. A. Alford, and the “Laclede” were added.

In the winter of 1859–60 the owners of the different vessels decided to form a joint-stock company, and organized under the name of the Northern Line Packet Company. The incorporators and directors were D. Hawkins, Thomas Gordon, and J. W. Parker, of Galena, Ill.; John B. Rhodes, of Savannah, Ill.; R. C. Gray, of Pittsburgh, Pa.; and James Ward and Thomas H. Griffith, of St. Louis, Mo. Capt. James Ward was elected president, and Thomas H. Griffith secretary and treasurer. The vessels owned by the company were the “Sucker State,” “Hawk-Eye State,” “Canada,” “Pembina,” “Metropolitan,” “Northerner,” “W. L. Ewing,” “Denmark,” “Henry Clay,” “Minnesota Belle,” and “Fred. Lorenz.”

In 1864, Capt. William F. Davidson, who had been managing a line of steamboats on the upper Mississippi, established a service between Dubuque and St. Paul, and subsequently, having purchased the property of the Galena Packet Company, established the Northwestern Union Packet Company. In 1868 the Northern Line Packet Company admitted the boats of the Northwestern Company into their line, and in the following year the vessels were running under the direction of the Northern Company. In 1871 the

steamers of the two companies plying between St. Louis and northern points were: Northern Line, “Lake Superior,” “Red Wing,” “Dubuque,” “Minnesota,” “Davenport,” “Muscatine,” “Pembina,” “Savannah,” “Sucker State,” and “Minnesota;” Northwestern Line, “Northwestern,” “S. S. Merrill,” “Belle of La Crosse,” “Alexander Mitchell,” “Victory,” “City of Quincy,” “Molly McPike,” and “Phil Sheridan.” Up to 1871 the Northern Line had lost but three boats,—the “Denmark,” sunk at Atlas Island by striking a log; the “Northerner,” burned at the St. Louis Levee; and the “Burlington,” sunk at Wabasha. The officers in 1870 were Thomas B. Rhodes, president; Thomas H. Griffith, secretary; Thomas J. Buford, superintendent; and I. M. Mason, general freight agent. The total number of tons of freight deposited by the steamers of the company during the year at St. Louis was seven hundred and sixty-four thousand three hundred and seven.

The Keokuk Packet and the Northern Line Packet Companies were competitors for the same trade, and the rivalry between them became so close and energetic that each suffered heavily, and it was finally decided to form a new company which should embrace them both. Accordingly a new corporation was organized, with the name of the Keokuk Northern Line Packet Company, the capital stock of which was seven hundred and fifty thousand dollars, and the property of the competing lines was purchased. The first president was Capt. John S. McCune, who managed its affairs with marked ability until his death. He was succeeded by Darius Hawkins, who was the nominal head of the company during a period of legal difficulties until 1875, when Capt. William F. Davidson was elected president. In 1879–80 the company owned the following steamboats:

	Tons.		Tons.
Alexander Mitchell.....	512.09	Northwestern.....	802.06
Belle of La Crosse.....	476.69	Rob Roy.....	967.00
Clinton.....	909.22	Red Wing.....	670.43
Daniel Hine.....	100.61	War Eagle.....	953.74
Damsel.....	210.71	Charlie Cheever.....	313.67
Golden Eagle.....	941.50	Barges, forty-eight	
G. H. Wilson.....	159.06	in number.....	13,242.49
Minneapolis.....	649.62		
Minnesota.....	482.27	Total tonnage...	21,391.16

The officers in 1879 were William F. Davidson, president; Francis Johnston, secretary; John Baker, agent; James A. Lyon, general passenger agent.

The St. Louis and St. Paul Packet Company, the successor of the Keokuk Northern, was organized in June, 1881, with a capital stock of one hundred thousand dollars, the incorporators being W. F. Davidson, R. M. Hutchinson, and F. L. Johnston. The company transacts a general passenger and freight business between St. Paul and St. Louis, and owns the following

boats: "Gem City," "War Eagle," "Alexander Mitchell," "Minneapolis," "Northwestern," "Belle of La Crosse," and "Centennial." The officers in 1882 were W. F. Davidson, president; R. M. Hutchinson, superintendent; and F. S. Johnston, secretary. The general offices are located at Dubuque, Iowa.

William F. Davidson, successively president of the Keokuk Northern and St. Louis and St. Paul companies, is one of the leading steamboat proprietors of the West. He was born in Lawrence County, Ohio, on the 4th of February, 1825. His father being a boatman, Capt. Davidson was educated from his earliest boyhood in the navigation of Western waters. When only twenty years of age he was captain of the steamer "Gondola" on the Ohio River, and in 1856 established a line of three steamers on the upper Mississippi. He also engaged in the same business in 1857-58 on the Minnesota River, and subsequently established a line between La Crosse and St. Paul, and in 1864 a line from Dubuque to St. Paul. He then purchased the Galena Packet Company's property and franchises and organized the Northwestern Union Packet Company, which was afterwards consolidated with the Northern Line, which in turn was absorbed by the Keokuk Northern. After the death of Capt. J. S. McCune, president of the latter corporation, Capt. Davidson was elected his successor, and is now president of the St. Louis and St. Paul Packet Company. Capt. Davidson has thus had a varied but uniformly successful career as a steamboat manager, and his company, under his energetic but wise and prudent administration, is now in a flourishing condition. Capt. Davidson was married in 1859 to Miss Sarah A. Johnson, daughter of Judge Johnson, of Lawrence County, Ohio.

The St. Louis and St. Paul Passenger Freight Line was incorporated in December, 1880, under the laws of Wisconsin, with the following board of directors: P. L. Davidson, S. F. Clinton, and Lafayette Holmes. The company transacts a general passenger and freight transportation business on the Mississippi River, between St. Louis and St. Paul, and owns the following steamboats: "Grand Pacific," "Arkansas," "Flying Eagle," "Alexander Kendall," "White Eagle," and "Alfred Todd." The officers for 1882 were P. L. Davidson, president; S. F. Clinton, vice-president; and Lafayette Holmes, secretary. The general offices are located in La Crosse, Wis.

The Diamond Jo Line was established in 1867 by Joseph Reynolds. It started in a small way, with only one boat, which was employed by Mr. Reynolds in the produce trade on the upper Mississippi, with headquarters at Dubuque, Iowa. The business in-

creased with every succeeding year until, in 1882, there were five elegant steamers running on the line between St. Louis and St. Paul. The boats are the "Mary Morton," "Libbie Conger," "Diamond Jo," "Josephine," and "Josie," all of which are equipped with the latest and most improved machinery and life-saving apparatus. The officers in 1882 were Joseph Reynolds, general manager, and E. M. Dickey, general freight agent. The general office is at Dubuque, Iowa.

The St. Louis and Vicksburg Packet Company was organized and chartered in 1859, as the Memphis and St. Louis Packet Company, by John A. Scudder, Daniel Able, Wm. J. Lewis, Wm. C. Postal, and R. L. McGee. The Memphis Line commenced with the steamers "Ben Lewis," "J. H. Dickey," and "Platte Valley," which were followed in turn by the "John D. Perry," "Rowena," "C. E. Hillman," "Colorado," "St. Joseph," "Mary E. Forsyth," "Southerner," "Courier," "Robb," "Adam Jacobs," "City of Alton," "Luminary," "Julia," "G. W. Graham," "Belle of Memphis, No. 1," "Belle of St. Louis," "City of Cairo," "City of Vicksburg," "Grand Tower," "Belle of Memphis, No. 2," and the "City of Chester."

During the first eleven years but one serious accident occurred, the explosion of the "Ben Lewis," at Cairo. The "Belle of Memphis, No. 1," was lost in the ice at St. Louis, and the "G. W. Graham" was burned at the Levee, but in neither instance were any lives lost. The first president of the company was Capt. Daniel Able, whose life had been identified with river interests from boyhood, and who managed the line with marked ability. He was succeeded by W. G. Lewis, who in turn was followed by John J. Roe, under whose administration the business of the company was greatly increased and extended. A regular line of packets between St. Louis and Vicksburg was established, and the construction of a number of new steamboats was contracted for. On the death of Mr. Roe, Capt. Henry W. Smith, who had long been identified with the company as general superintendent, was elected president.¹

¹ Henry W. Smith was born in Connecticut, and about 1845 removed to Missouri, settling at Glasgow, where he engaged in mercantile pursuits. While thus occupied he was chosen a member of the State Legislature, and served with ability and zeal. In 1850 he abandoned his business at Glasgow to engage in steamboat enterprises, and commenced his career on the river as clerk on the "General Lane." He afterwards commanded and owned steamers of the same line. In 1855 he was made inspector of hulls for the board of underwriters, but upon the formation of the Memphis Packet Line he was called into active service again, and, as general superintendent, and subse-

Capt. Smith died in March, 1870, and was succeeded in the presidency of the company by John A. Scudder.

In 1879 the steamboats belonging to the company were the

	Tons.		Tons.
Belle of Memphis.....	919.67	John B. Maude.....	922.04
Colorado.....	632.87	Ste. Genevieve.....	790.20
City of Vicksburg.....	1058.28	City of Greenville.....	1438.06
City of Helena.....	1058.28		
Emma C. Elliott.....	660.16	Total.....	8537.84
Grand Tower.....	1058.28		

The officers in 1879 were John A. Scudder, president; Theodore Zeigler, secretary; John P. Keiser, superintendent; and William B. Russell, agent. In that year a reorganization of the company was effected, and its name was changed to the St. Louis and Vicksburg Packet Company, and the line is now known as the St. Louis and Vicksburg Anchor Line.

The company owns the following steamers, which ply between St. Louis and Memphis and Vicksburg: "City of Providence," "Gold Dust," "City of Greenville," "Belle of Memphis," "City of Cairo," "City of Vicksburg," "Arkansas City," "James B. Maude," "City of Helena," "Ste. Genevieve," "E. C. Elliott," and "Colorado." The general office is located on the company's wharf-boat at the foot of Locust Street, and the officers in 1882 were John A. Scudder, president and general manager; Directors, John A. Scudder, G. B. Allen, J. P. Keiser, and T. C. Zeigler. The capital stock is five hundred thousand dollars.

The New Orleans Anchor Line was organized in June, 1878, and incorporated during the same month with a capital stock of three hundred thousand dollars, the incorporators being John A. Scudder, James P. Keiser, G. B. Allen, William J. Lewis, and T. C. Zeigler. John A. Scudder was elected president, and has retained that position ever since. The company transacts a general passenger and freight transportation business on the Mississippi River between St. Louis and New Orleans, the steamers employed being the "City of New Orleans," "City of Alton," "City of Baton Rouge," "John A. Scudder," "W. P. Holliday," and "Commonwealth." This company does its own insurance, and during its existence has lost five boats by fire.

John A. Scudder, president of the St. Louis and Vicksburg Anchor Line and New Orleans Anchor Line, has long been identified with steamboat interests on the Mississippi. He was born at Maysville,

Mason Co., Ky., on the 12th of June, 1830. His father, Dr. Charles Scudder, was a native of New Jersey, and his mother, Mary H. Scudder, was a native of Virginia. Capt. Scudder removed to St. Louis at an early age, and soon became actively identified with steamboat interests on the Mississippi River. Before he was thirty years old he had already become quite prominent in the business, and assisted, as one of the incorporators, in the organization of the Memphis and St. Louis Packet Company, of which, as already stated, he became the president in 1870. Capt. Scudder at once addressed himself to the task of consolidating and harmonizing the steamboat interests on the lower Mississippi, and succeeded in greatly expanding the operations of the wealthy and powerful corporation of which he had become the head. Associated with him were Gerard B. Allen, John J. Roe, Edgar and Henry Ames, and other wealthy citizens of St. Louis, who ably seconded his shrewd and energetic administration of the company's affairs. To Capt. Scudder's tact and good management it was mainly due that the corporation passed unscathed through the turmoils and dangers of the civil war, for although he had not then been chosen its chief executive officer, his wise and prudent counsels were always heeded, and served to guide the company safely over many a shoal and rock.

In 1869 the Memphis Packet Company purchased the line running to Vicksburg, and extended its service to that point, running three boats a week to both Vicksburg and Memphis. In 1874, at his suggestion, the company adopted the trade-mark or emblem of an anchor, and from this the appellation "Anchor Line" was adopted. Capt. Scudder was the first to introduce on the Western rivers the restaurant plan, now so much favored, and every improvement calculated to promote the convenience and comfort of patrons he has always been the first to adopt. In 1877 he was elected president of the St. Louis Merchants' Exchange, and in 1878 he organized the New Orleans Anchor Line, with semi-weekly trips. In 1879 the charter of the Memphis and St. Louis Packet Company expired, and, as heretofore stated, the company was reorganized under the title of the St. Louis and Vicksburg Anchor Line. As the chief executive of both these companies, Capt. Scudder continues to lead a life of unceasing activity. His thorough familiarity with the whole subject of river navigation renders him an accepted authority among steamboat men, and there is probably no other individual engaged in the business of Western transportation who has been more uniformly successful, or who has contributed more largely to the development of the trade of the

quently president, of that company he became widely known upon the Western waters. At the time of his death Capt. Smith was also president of the Wrecking Company, and of a building association, besides being engaged in a large lumber business in East St. Louis and other mercantile enterprises.



Mr. A. Scudder

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Mississippi and its tributaries. Although he has succeeded in amassing a large fortune, Capt. Seudder is as regular and punctual in the discharge of his official duties now as he was at the outset of his career. Nothing that concerns the interests of his companies escapes his vigilant eyes, and no detail is too insignificant to demand his attention. His policy is characterized by a happy combination of liberality, boldness, and prudence, and the corporations under his charge are models of enterprising and, at the same time, conservative and judicious management. He possesses in a rare degree not only the capacity to plan, but the ability to execute, and, as we have indicated, is always in the van, not merely in adopting, but in devising improvements in methods of transportation. Personally he is as modest and unassuming as he is public-spirited and generous in his dealings with his fellow-men. For many years he has been thoroughly identified with the interests of the city which early in life he made his home, and to-day he is one of the most highly honored and influential citizens of St. Louis. He was married in June, 1852, to Miss Mary A. White, and a few years since Mrs. Seudder was made the recipient from unknown donors of a handsome portrait of her husband executed by Major Conant. The portrait was presented "as a testimonial in recognition of his services and enterprise in building up the commerce of the city and the Mississippi valley" by leading citizens of St. Louis, whose names were withheld, who "admired him as a man of spirit, thrift, sagacity, and large views," and who "appreciated the work he had accomplished in perfecting and extending river transportation facilities."

The **St. Louis and Mississippi Valley Transportation Company** was originally the Mississippi Valley Transportation Company. The latter corporation was organized in the early part of 1866, and the first president was Capt. Barton Able. The first tow of barges left St. Louis for New Orleans on the 1st of April, 1866. In the following year, Capt. George H. Rea was elected president. Capt. Rea was born in Massachusetts April 26, 1816. He served an apprenticeship at the trade of tanning, and subsequently removed to Waynesboro', Tenn., where he built up a remunerative trade in hides and leather. Shortly before the breaking out of the civil war he removed to St. Louis, where he established a hide and leather store. He soon became prominent among the business men of St. Louis, and assisted in the establishment of the Second National Bank. In 1866 he was elected a member of the State Legislature from the Thirty-fourth Senatorial District of Missouri, and as chairman of the Ways and Means

Committee and in other capacities proved an active and useful member. Capt. Rea became largely interested in Western transportation enterprises. He was at one time a director of the Missouri Pacific Railroad Company, and built the branch of that road from Pleasant Hill to Lawrence, Kan. He was a stockholder in various railway and water transportation companies, and in 1867, as stated, was elected president of the Mississippi Valley Transportation Company, whose affairs he managed with great energy and success. During Capt. Rea's administration the other officers of the company were Henry C. Haarstick, vice-president and superintendent; A. R. Moore, secretary; William F. Haines, general freight agent; John A. Stevenson, agent at New Orleans; R. L. Williams, agent at New York.

The following steamboats were owned by the company in 1879:

	Tons.
Tow-boat "Future City".....	589.30
" " "Grand Lake, No. 2".....	377.49
" " "John Gilmore".....	503.09
" " "John Dippold".....	554.97
" " "My Choice".....	462.23
" " "Port Bads".....	334.38
Barges, forty-three.....	47,524.23
Total tonnage.....	50,345.69

In 1880 the St. Louis and New Orleans Transportation Company was chartered, but on the 10th of September, 1881, it was consolidated with the Mississippi Valley corporation under the name of the St. Louis and Mississippi Valley Transportation Company, which was incorporated with a capital stock of two million dollars, the incorporators being George H. Rea, Henry C. Haarstick, George D. Capen, Austin R. Moore, R. S. Hays, H. M. Hoxie, Henry Lowrey, A. A. Talmage, and John C. Gault. The company owns twelve steam tow-boats and one hundred barges, which are bonded for all export and import business. Its trade is largely in wheat, corn, and oats, and in the transportation of these cereals it probably transacts a larger business than any similar corporation in the world. The officers in 1882 were Henry C. Haarstick, president; H. Lowrey, vice-president; H. P. Wyman, secretary; and A. R. Moore, treasurer; Directors, George H. Rea, Henry C. Haarstick, George D. Capen, Austin R. Moore, R. S. Hays, H. M. Hoxie, Henry Lowrey, A. A. Talmage, and John C. Gault. The office is located on the company's wharf-boat at the foot of Elm Street.

The **St. Louis and New Orleans Packet Company** was organized in May, 1869, and was the successor of the Atlantic and Mississippi Steamship Company. The first president was Capt. John N. Bofinger, the first secretary Walker R. Carter, and

the first general superintendent John W. Carroll. In 1870 the executive officers remained the same, and the directors were John N. Bofinger, D. R. Powell, Walker R. Carter, John W. Carroll, and Theodore Laveille. At that time the steamers belonging to the company, which were then among the largest and finest in Western waters, were the "Olive Branch," "Pauline Carroll," "Richmond," "Dexter," "Mollie Able," "Thompson Dean," "Commonwealth," "W. R. Arthur," "Bismarck," "Great Republic," and "Continental." In 1871 the following steamers were added: "City of Alton," "Belle Lee," "Natchez," "Belfast," "Carrie V. Kountz," "Rubicon," "Capital City," "Henry Ames," "C. B. Church," "Glencoe," "Andy Johnson," "John Kyle," "Mollie Ebert," "Lady Lee," "Oceanus," "Shannon," "Virginia," "Susie Silver," "Tom Jasper," "James Howard," "City of Quiney," "S. S. Merrill." The total amount of freight carried in 1871 was one hundred and seventy-three thousand nine hundred tons.

Capt. John N. Bofinger, first president of the St. Louis and New Orleans Packet Company, was born in Lancaster County, Pa., Oct. 30, 1825, and in 1835 removed with his parents to Cincinnati, where his father established the first German paper west of Pittsburgh, the *Cincinnati Volksblatt*, which became a flourishing journal and existed many years. The boy was educated at the public schools of Cincinnati, and in 1846 obtained a position as clerk on the mail line steamers plying between Cincinnati and Louisville. In April, 1848, he arrived in St. Louis as clerk of the steamer "Atlantic," on which he remained as clerk and captain for six years. In 1854, in connection with John J. Roe and Rhodes, Pegram & Co., he purchased the steamer "L. M. Kennett," and in 1857 built the steamer "William M. Morrison," which, when the war broke out, was the last boat to leave St. Louis for New Orleans. The "Morrison" was detained by the Confederate authorities at Memphis, May 28, 1861, and was burned at New Orleans by the Confederates on the arrival of Farragut's fleet.

For thirteen years preceding the war, Capt. Bofinger commanded steamers running between St. Louis and New Orleans, and enjoyed the reputation of being an unusually successful captain. During that period he made one hundred and ninety-two trips between the two cities, and never met with an accident that occasioned the loss of a life.

The war provided a new theatre for the display of Capt. Bofinger's abilities as an organizer and commander. He became interested in nearly all the contracts let by the United States government for the

transportation of troops and supplies on the Mississippi and its tributaries during 1861, '62, '63, '64, '65, '66, and '67, and during that time owned thirty steamers. He was no doubt the largest vessel-owner in the world. An instance of the magnitude of his operations and the extent of the trust reposed in his capacity to conduct them successfully is afforded by the fact that he was chosen by Gen. L. B. Parsons, A. Q. M. G., in 1862 to proceed to Memphis and Helena for the purpose of embarking the troops and animals of Gen. Sherman's army destined for Vicksburg. The number of steamers engaged in this service was ninety-five,—three boats were laden with munitions of war, four with commissary and quartermaster's stores, and the remainder with the army of nearly thirty-five thousand men and their animals, etc. This vast fleet was escorted by eleven gunboats under the command of Admiral Porter.

After the war Capt. Bofinger with others formed the Atlantic and Mississippi Steamship Company, with a capital of over two million dollars, and owning twenty-five of the largest steamboats then on the river, and was elected superintendent of the company. In 1867 he severed his connection with this company and established the Vicksburg Mail Line, and after two years of successful operations, sold his interest to the Memphis and St. Louis Packet Company, now the Vicksburg Anchor Line.

In 1869 the Atlantic and Mississippi Steamship Company sold its steamers, and Capt. Bofinger and others formed the St. Louis and New Orleans Packet Company, of which he was elected president, serving in that capacity until 1873, when he retired from the company.

In 1869-70, Capt. Bofinger held a contract with the government to transport troops and supplies between St. Louis and Fort Benton, over three thousand miles; between St. Louis and New Orleans, twelve hundred miles; and between St. Louis and Fort Gibson, on the Arkansas River, fifteen hundred miles; an aggregate of five thousand seven hundred miles. This was the longest river transportation contract ever held by any one person.

During the past few years Capt. Bofinger has engaged somewhat extensively in steamboat-building, one vessel of iron, the "Gouldsboro'," being a transfer steamer at New Orleans; and he is now constructing a large steamer for the Memphis and Kansas City Railroad. In connection with his brother he has established the Telephone Company in Louisiana and Mississippi, which they own and operate.

Capt. Bofinger's wife was Miss Mary E. Shewell, of St. Louis.



John N. Pofingen

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Capt. Bofinger is regarded as authority on all matters connected with river transportation, especially on the Mississippi and its tributaries, and congressional committees and other bodies desiring information have availed themselves freely of his knowledge, attained through nearly forty years of varied and arduous experience. He may be classed with the foremost of the second generation of Mississippi steamboat captains, and is a worthy successor of such men as the gallant Shreve and others who were pioneers in this calling. While Capt. Bofinger has contributed his full share towards making river transportation an important factor in the commerce of the country, his work is not yet ended, and those who know his indomitable energy do not hesitate to predict that he will again be heard from in connection with works of great magnitude and of equally conspicuous public utility.

The Merchants' Southern Line Packet Company was established in 1870, and its steamers plied between St. Louis and New Orleans, connecting at Columbus with the Mobile and Ohio Railroad, at Memphis with the Mississippi and Tennessee Railroad and Memphis and Charleston Railroad, at New Orleans with the Morgan Line steamships for Mobile, Galveston, and Indianola, also at the same port with steamships for Havana, at the mouth of Red River with Red and Ouachita River packets, and at Hickman, Ky., with the Northwestern Railroad for Nashville and points in Middle and East Tennessee and Northern Georgia.

The officers of the company in 1870 were J. F. Baker, president; B. R. Pegram, vice-president; Thomas Morrison, secretary; Charles Scudder, superintendent; David H. Silver, general agent, and the principal steamers were the "James Howard," B. R. Pegram, captain; "Henry C. Yeager," I. C. Van Hook, captain; "Susie Silver," Samuel S. Enriken, captain; "T. L. McGill," Thomas W. Shields, captain; "Carrie V. Kountz," "Henry Ames," J. West Jacobs, captain; "John Kyle," John B. Weaver, captain; "Mollie Moore," George D. Moore, captain.

The Kansas City Packet Company (Star Line) is the successor of the Missouri Packet Company, which originated with the Star Line Packet and Miami Packet Companies. The Star Line was absorbed by the Miami, which then became known as the Miami "Star Line" Packet Company. In 1869 this corporation had five steamers plying between St. Louis and Kansas City. The officers at that time were Capt. E. W. Gould, president; Capt. W. W. Ater, secretary; and Capt. M. Hillard, general freight agent, and the steamers were the "Mountaineer," M. H. Crapster,

captain; "W. J. Lewis," R. J. Whitledge, captain; "W. B. Dance," N. F. Constance, captain; "Clara," John Abrams, captain; "Post-Boy," S. Ball, captain. The "E. La Barge," "M. McDonald," "Nile," and "Viola Belle" were also run under direction of the company. Early in 1871 the stockholders of the Star and Miami Lines formed a new line, and organized under the name of the Missouri River Packet Company, with W. J. Lewis as president; Joseph Kinney, vice-president; E. W. Gould, superintendent; William W. Ater, secretary; and M. Hillard, general freight agent. During 1871 the company built three new boats, the "Capitol City," "Fannie Lewis," and "Joseph Kinney." Besides the regular trips to Kansas City, the steamers of the company during 1871 made twenty-one trips to Memphis and Helena.

The Kansas City Packet Company was organized July 15, 1878, with a capital stock of fifty thousand dollars, the incorporators being W. J. Lewis, C. S. Rogers, E. W. Gould, N. Springer, and R. J. Whitledge. The company transacts a general passenger and freight business on the Missouri and Mississippi Rivers between St. Louis and Fort Benton, and owns the steamers "Joe Kinney," "Fannie Lewis," "Mattie Bell," and "D. R. Powell," together with four barges. The officers of the company in 1882 were E. W. Gould, president; C. S. Rogers, vice-president; and R. J. Whitledge, secretary; Directors, C. S. Rogers, W. J. Lewis, E. W. Gould, N. Springer, and R. J. Whitledge. The office is located on the wharf-boat at the foot of Olive Street.

E. W. Gould, president of the Kansas City Packet Company, was born in Massachusetts on the 15th of December, 1811. He served an apprenticeship at the trade of carriage-making, and in 1835 went West and worked for two years at his trade in St. Louis. He then purchased an interest in the steamer "Friendship," which was engaged in the Illinois River trade, and subsequently became clerk of a steamer on the upper Mississippi. In 1837 he was made captain of the steamer "Knickerbocker," which was lost at the mouth of the Ohio two years later. Subsequently Capt. Gould became engaged in the Missouri River trade, and was successively president of the Miami Star Line and superintendent of the Missouri River Packet Company. Upon the organization of the Kansas City Packet Company he became its president. Capt. Gould is an experienced and able steamboat manager, and the affairs of the corporation over which he presides are conducted with conspicuous skill and success. In 1846 he was married to Miss Chipley, daughter of Dr. William B. Chipley, at Warsaw, Ill.

The "K" Line of Packets, designed to ply between St. Louis and Miami and intermediate points on the Missouri River, began business early in 1870 with the "St. Luke," Judd Cartwright, captain. The line was managed by Capt. Joseph Kinney, assisted by J. S. Nanson as superintendent, and H. F. Driller, general agent. Subsequently the "Alice" was added, and a flourishing business was transacted by the two steamers.

The St. Louis and Omaha Packet Company was organized in 1867, the first president being Joseph S. Nanson, and the first secretary Joseph McEntire, both of whom were experienced steamboat-men. During the second year of the company's existence Capt. John B. Weaver¹ was elected president, and served in that capacity for two years.

The steamers of the line were the "T. L. McGill," T. W. Shields, captain; "Silver Bow," T. W. Rea, captain; "Mary McDonald," J. Greenough, captain; "Cornelia," L. T. Belt, captain; "Columbian," William Barnes, captain; "Glasgow," W. P. Lamothe, captain; "Kate Kinney," J. P. McKinney, captain; "H. S. Turner," J. A. Yore, captain.

The Coulson Line of Steamers, plying between St. Louis and Fort Benton, was organized in 1878. The officers in 1882 were S. P. Coulson, president; W. S. Evans, vice-president; and D. W. Marratta, secretary and general superintendent. The company owns and controls the following steamers: "Rosebud," "Big Horn," "Josephine," and "Dacotah." Jenkins & Sass are the agents at St. Louis.

The Naples Packet Company was organized in 1848, and was chartered Aug. 12, 1872, with the following incorporators: C. S. Rogers, E. W. Gould, J. W. Mortimer, and Samuel Rider. The capital stock is sixty-four thousand dollars, and the company transacts a passenger and freight transportation business between St. Louis and Peoria, Ill. It owns the handsome steamer "Calhoun," which makes all way landings on the Mississippi and Illinois Rivers between the terminal points. C. S. Rogers was elected president first in 1872, and has retained the position ever since. John W. Mortimer is the secretary, and the directors are C. S. Rogers, E. W. Gould, John W.

¹ Capt. Weaver died in St. Louis on the 6th of August, 1871, in the fifty-seventh year of his age. Capt. Weaver arrived in St. Louis when a young man, and until his death was identified with the city's steamboat interests. As clerk and then commander, he was connected with steamers plying on the Missouri River for more than twenty-five years. As previously stated, he was elected president of the St. Louis and Omaha Packet Company, and in connection with Capt. Davidson and others became one of the owners of the steamer "John Kyle," and in the fall of 1870 commander of that vessel.

Mortimer, and Samuel Rider. The office is located on the wharf-boat, foot of Olive Street.

The St. Louis and Peoria Packet Company was organized on the 3d of February, 1868, its officers at that time being J. S. McCune, president; A. C. Dunlevy, secretary; and F. A. Sheble, general superintendent. In 1870 the vessels belonging to the company were the "Beardstown," Samuel E. Gray, captain; "City of Pekin," Thomas Hunter, captain; "Illinois," S. E. Gray, captain; "Schuyler," H. G. Rice, captain; "Columbia," Joseph Throckmorton,² captain.

In 1871 the vessels employed by the company were the "Illinois," "City of Pekin," "Huntsville" and barges, "P. W. Strader" and barges, and "Beardstown."

The St. Louis, Cincinnati, Huntington and Pittsburgh Packet Company, whose headquarters

² Capt. Joseph Throckmorton was born on the 16th of June, 1800, in Monmouth County, N. J. As a lad he entered a mercantile house in New York, but, in company with others, subsequently purchased the steamer "Red Rover," and made several trips with her from Pittsburgh to Zanesville, Ohio. The "Red Rover" was finally sunk in a collision, but was raised and taken to St. Louis and employed in the Galena trade. While engaged in the upper Mississippi trade, Capt. Throckmorton won the friendship of the Indian chief Keokuk, who offered him nearly all the Flint Hills, afterwards the site of the city of Burlington, if he would settle there. About 1830 Capt. Throckmorton, in company with Capt. George W. Acheson, built the steamer "Winnebago" at Paducah, and employed her in the Galena trade until 1832, when he built at Pittsburgh the steamer "Warrior," and a tow-barge for the accommodation of passengers. While Capt. Throckmorton was in command of the "Warrior" the Black Hawk war broke out, and the vessel was chartered for the transportation of the United States troops under Gen. Atkinson. At the battle of Bad Axe, which was the decisive engagement of the war, the captain and crew of the "Warrior" were hotly engaged. The "Warrior" continued in the upper Mississippi trade until 1835, when Capt. Throckmorton built the steamer "St. Peter," and in 1836 the "Ariel." During the following year he built the "Burlington," and in 1842 the "General Brooke." In 1845 he sold the "Brooke" to the American Fur Company, and assumed command of that company's steamer "Nimrod," but having purchased the "Ceilia," relinquished his position. In 1848 he built the "Cora," which he commanded for a year or two, after which he acted for four years as the agent of the Tennessee Insurance Company at St. Louis. He then returned to his former occupation of steamboat captain, and having built the "Genoa," commanded that vessel from 1854 to 1856. In 1857 he built the "Florence," and in 1864 the "Montana." In the spring of 1868, Capt. Throckmorton purchased the "Columbia," and employed her in the trade between St. Louis and Fort Benton. He subsequently made several trips with his boat in the service of the Illinois Packet Company, and finally sold her to the Arkansas River Packet Company. During the last two years of his life Capt. Throckmorton was employed by the United States government, under the command of Col. Macomb, United States engineer, in the improvement of the upper Mississippi. He died in December, 1872.

are at Pittsburgh, Pa., established an agency in St. Louis in 1881. It owns and controls the following boats, which run between Pittsburgh, Cincinnati, and St. Louis: the "Buckeye State," "Pittsburgh," "Carrie," and "John L. Rhodes." The company transacts a general transportation business, carrying both passengers and freight. The officers are J. M. Williamson, superintendent, Cincinnati; and Capt. W. S. Evans, superintendent, Pittsburgh. Jenkins & Sass are the agents at St. Louis.

The Gartside Coal and Towing Company was organized in 1856, and chartered in May, 1873, with a capital stock of fifty thousand dollars. The incorporators were James, Charles E., and Joseph Gartside. The company owns two steam-tugs and ten barges, and transacts a general coal and transportation business. The officers in 1882 were Charles E. Gartside, president, and James Gartside, secretary and treasurer. The office is located on the New Orleans Anchor Line wharf-boat, foot of Pine Street.

The Carter Line (Red River Packet Company) was established in 1869 by Capt. W. R. Carter and Capt. Joseph Conn, who employed the "R. J. Lockwood," "Silver Bow," "H. M. Shreve," "Oceanus," "M. E. Forsyth," "Lady Lee," "Belle Rowland," and "Mary E. Poe." The annual receipts of the company amounted to about six hundred and fifty thousand dollars. The ports visited by the line were landings on the Missouri River, St. Louis, Jefferson, Shreveport, and New Orleans.

The Merchants' St. Louis and Arkansas River Packet Company began business in the spring of 1870. The territory embraced within the range of the company's operations extended from the mouth of the Arkansas River to Fort Smith, and comprised all that section south of the river and between it and the Ouachita, and north of it to the extreme western and northwestern sections of the State, also from the mouth of White River to the upper part of it and the country bordering on Black and Currant Rivers, reaching almost to the northern line of the State. The company was incorporated in 1870 with a capital stock of one hundred thousand dollars, and the following officers were elected:

President, James A. Jackson; Vice-President, D. P. Rowland; Treasurer, George D. Appleton; Secretary and Superintendent, James D. Sylvester; Directors, James A. Jackson, D. P. Rowland, Matthew Moody, W. S. Stover, C. L. Thompson, Louis Fusz, George D. Appleton, C. N. McDowell, and George Wolf.

A low-water boat was at once contracted for for the upper Arkansas River, three steamers purchased, and

the line put in working order. The steamers employed by the company in 1871 were the "Sallie," "Columbia," "Muncie," "Sioux City," and "Little Rock." At Little Rock the vessels from St. Louis connected with the light-draught steamer "Little Rock," which ran to Fort Smith, thus forming a continuous line of communication with the extreme western border of the State.

Ouachita River Packets.—Prior to 1870 St. Louis had not enjoyed an extensive trade with the region of country bordering on the Ouachita River. Hitherto her merchants and shippers had permitted New Orleans and other Southern cities to monopolize the business of the Ouachita ports, but in that year it was determined to send several steamers, loaded at St. Louis, to that river. The experiment was made, and the results were such as to establish the entire practicability of building up a regular and lucrative trade. The steamers of the line were the "C. H. Durfee," Frank Dozier, captain; "Mary McDonald," John Greenough, captain; "Ida Stockdale," J. W. Jacobs, captain; "Hesper," J. Ferguson, captain; "C. V. Kountz," J. C. Vanhook, captain; "Tempest," D. H. Silver, captain. The "Tempest" was destroyed on her first trip up the river. H. F. Driller was the general freight agent of the line. Mr. Driller afterwards secured two boats for the White River trade, the "Osage," Capt. William A. Cade, and the "Natrona," Capt. George Graham.

VALUE OF STEAMBOATS REGISTERED OR CONTROLLED AT ST. LOUIS, MO., IN 1871.

Memphis and St. Louis Packet Company.....	\$700,000
Carter Line Packet Company.....	250,000
Northwestern Transportation Company.....	146,000
Wiggins Ferry Company.....	146,500
Northern Line Packet Company.....	352,000
Harbor tow-boats and tugs.....	86,000
St. Louis Sand Company.....	10,000
Grafton Stone and Tow Company.....	16,300
Conrad Line (Tennessee River).....	33,000
Northwestern Union Packet Company.....	709,000
Merchants' Southern Line.....	730,000
Keokuk Packet Company.....	450,000
Peoria Packet Company.....	90,000
Naples Packet Company.....	94,000
Missouri River Packet Company.....	425,000
St. Louis and New Orleans Packet Company (about).....	475,000
Mississippi Valley Transportation Company.....	205,000
St. Louis and Arkansas River Packet Company.....	110,000
Outside boats (about).....	500,000
Total value.....	\$5,428,800

CHAPTER XXVIII.

RIVER COMMERCE OF ST. LOUIS.

By the terms of the treaty for the cession of Louisiana to the United States, the full and complete navigation of the Mississippi River was secured to

the United States. The trade and commerce of the river at this time (1803-4) were unimportant. New Orleans and St. Louis were the only towns of any size upon the Mississippi, the latter having but fourteen hundred inhabitants in 1811, and the value of its merchandise and imports amounting to about two hundred and fifty thousand dollars annually. As small a sum as this appears to be, it was principally owing to the fact that St. Louis was the fitting-out point for the military and trading establishments on the Mississippi and Missouri that even this amount was reached. Peltries, lead, and whiskey made a large portion of the currency, and the branches of business were not at all fixed or definite.¹

The establishment of the Bank of St. Louis in 1816, and of the Missouri Bank in 1817, indicates a great increase of the business of St. Louis, and may be regarded as fixing an initial point in its trade and commerce with other sections. In 1821 there were only four hundred and twenty-nine tax-payers in St. Louis, and the total taxes levied for the year amounted to \$3823.80.

The prices current of a retail market give but a partial idea of the business of the community, and those of St. Louis for Nov. 23, 1816, afford only a general notion of the market of the town at that period.

ST. LOUIS RETAIL PRICES CURRENT.

Beef, on foot, per cwt...	\$4.00	Flour, horse-mill, superfine, per cwt.....	\$6.00
Bread, ship, none.....		Grain, wheat, per bushel.....	1.00
Butter, per pound.....	.25	Grain, rye, per bushel.....	.62½
Beeswax, " ".....	.25	Grain, barley, per bushel.....	.75
Candles, " ".....	.25	Grain, corn, per bush.....	.37
Cheese, " ".....	.25	Grain, oats, " ".....	.37
Cheese, common, per pound.....	.12½	Gunpowder, per lb.....	1.00
Boards, none in market.....		Hams, " ".....	.12
Cider, none in market.....		Hides, per piece.....	2.75
Coffee, per pound.....	.50	Hogs' lard, per lb.....	.12
Cotton, " ".....	.40	Bears' lard, per gallon..	1.50
Cotton yarn, No. 10.....	1.25	Honey, " ".....	1.00
Feathers, per pound....	.50		
Flour, per barrel, superfine in demand...	16.00		

The annual imports of St. Louis were computed for 1820 "at upwards of \$2,000,000,"² and the Indian

¹ John Arthur advertises among "cheap goods" bleached country cottons, cotton cloth, cotton and wool cards, German steel, smoothing-irons, ladies' silk bonnets, artificial flowers, linen duck, muslins, white thread, wool and cotton, a handsome new gig and harness, cable and cordelle ropes, and that he will take pay in furs, hides, whiskey, country-made sugar, and beeswax, with "a negro girl eighteen years of age also for sale." And even the editor and proprietor of the only journal west of the Mississippi advertises in his sheet that he will keep a house of entertainment for strangers, where they will find every accommodation except whiskey. He would also take care of eight or ten horses.—*Edwards' Great West*, p. 295.

² Dr. Lewis C. Beck's Gazetteer of Missouri, 1823.

trade of the Missouri and Mississippi Rivers was valued at \$600,000. The establishment of a Branch Bank of the United States in 1829 would indicate a great increase in the trade and commerce of St. Louis for the decade from 1820 to 1830. In the absence of statistical records, the only sources of information on this point are the public journals of that period, which are filled with the evidence of the great rapidity with which St. Louis was growing in business and manufactures.

A comparison of the prices current for 1816 with those for 1835 affords some idea of the progress indicated, as well as of the articles which made up the trade of St. Louis by the river at that time :

ST. LOUIS PRICES CURRENT FOR 1835.

Ale and porter, bbl.....		\$8.00
Bacon, ham, lb.....	\$0.03 @	.09
" hog, round.....	.05½ @	.06
Beans, bush.....		.75
Beef, bbl.....	8.00 @	10.00
Beeswax, lb.....	.16½ @	.17
Butter, lb.....	.10 @	.12
Castings, ton.....		70.00
Castor oil, gall.....	1.35 @	1.37
Candles, sperm, lb.....	.40 @	.42
" mould, lb.....	.13 @	.14
" dipped, lb.....	.11 @	.12
Clover-seed, bush.....	7.00 @	8.00
Coal, bush.....	.10 @	.12
Coffee (in demand), lb.....		.15½
Cordage, white, lb.....	.06 @	.08
" manilla, lb.....	.20 @	.22
Copperas, lb.....	.02 @	.03
Cotton, lb.....	.11 @	.12
" yarns, lb.....	.25 @	.27
Furs, beaver, lb.....		3.50
" muskrat-skin.....	.20 @	.25
" deer-skins, shayed, lb.....	.20 @	.22
" " in hair, lb.....	.10 @	.12
" raccoon-skins.....	.30 @	.33
Feathers, lb.....	.37 @	.40
Flour, superfine Illinois, bbl.....	4.50 @	4.75
" superfine Ohio, bbl.....	4.25 @	4.50
Mackerel, bbl.....	6.00 @	8.00
Glass, 10 x 12, box.....	5.00 @	5.25
" 8 x 10, box.....	4.00 @	4.25
Grain, wheat, bush.....	.60 @	.62
Corn, bush.....	.45 @	.50
Molasses, gall.....	.35 @	.37
Nails, cut, lb.....	.06½ @	.07
Oil, sperm, gall.....	.65 @	.70
" linsced, gall.....	1.00 @	1.12
" tanners', bbl.....	18.00 @	20.00
Pork, mess, bbl.....	11.00 @	12.00
" prime, bbl.....	10.50 @	11.00
Potatoes, bush.....	.25 @	.37
Rice, lb.....	.05 @	.06
Sugar, lb.....	.09 @	.10
" loaf, lb.....	.15 @	.17
" Havana, lb.....		
" white, lb.....	.12 @	.13
Salt, Liverpool, bushel of 50 lbs.....	.85 @	.90
" ground, bushel of 50 lbs.....	.70 @	.75
" Turk's Island, bushel of 50 lbs..	.62 @	.65
" Kanawha, bushel of 50 lbs.....	.45 @	.50
Shot, bag.....	1.50 @	1.62
Cognac brandy, gall.....	1.25 @	1.75
American brandy, gall.....	.75 @	1.00
Peach brandy, gall.....		1.25
Holland gin, gall.....	1.25 @	1.50
Common gin, gall.....	.50 @	.60
New Orleans rum, gall.....	.50 @	.55
Jamaica rum, gall.....	1.10 @	1.15
Whiskey, corn, gall.....	.28 @	.30
" rye, gall.....	.40 @	.45

Tallow, lb.....	\$0.08	@	\$0.09
Tar, bbl.....	4.50	@	5.00
Tea, Gunpowder, lb.....	1.25	@	1.33
" Imperial, lb.....	1.20	@	1.30
" Young Hyson.....	1.60	@	1.06
Gunpowder, Dupont's, keg.....			7.00
" Kentucky & Delaware,			
keg.....			6.50
Hides, dried, lb.....	.11	@	.12
Iron, Missouri and Juniata, ton			120.00
2000 lbs.....			
Lard, lb.....			.06
Lead, bar, lb.....			.06
" pig, lb.....			.04½
" white, in oil (in demand), keg.			2.75
Linen tow, yd.....	.13	@	.14
" flax, yd.....	.20	@	.22
Vinegar, bbl.....	4.00	@	5.00
Wine, Madeira, gall.....	3.00	@	4.00
" Teneriffe, gall.....	1.00	@	1.25
" S. Madeira, gall.....	1.50	@	1.75
" Port, gall.....	2.00	@	2.50
" Malaga, gall.....	.70	@	.75
" champagne, doz.....	14.00	@	18.00
" claret, doz.....	4.00	@	4.50
Provision market:			
Beef, lb.....			.05
Veal, lb.....			.08
Mutton, lb.....			.06
Butter, lb.....			.12½
Eggs, doz.....			.18½
Chickens, full grown.....			.25
" young.....			.12½
The steamboat register for 1835 shows the			
number of different steamboats to have			
been.....			121
Aggregate tonnage.....			15,470
Number of entries.....			803
Wharfage collected.....			\$4,573.60
Wood and lumber liable to wharfage:			
Plank, joists, and scantlings.....			1,414,330 feet.
Shingles.....			148,000
Cedar posts (8's).....			7,706
Cords of firewood.....			8,066

A comparison of these figures with the same items for 1831 shows an increase of more than one hundred per cent.

The panic of 1837 was attended with the ruin of thousands of people all over the country, and with the prostration of the business, trade, and commerce of St. Louis. The arrivals and departures of steamboats for 1839, however, were: arrivals, two thousand and ninety-five; departures, sixteen hundred and forty-five.¹

¹ The *Republican* of June 4, 1836, describes the commercial condition of St. Louis at that time as follows:

"At no prior time has this city exhibited so many signs of improvement as are now daily seen. Capital is finding its way to us, and large investments are made in real estate, not, we feel assured, with a view to speculation, which benefits no one but those who are parties in it, but with the design of improving it. The sale of lots in Christy's addition to the town amounted on the first two days to one hundred and one thousand dollars. It was continued yesterday, and will probably reach one hundred and forty thousand dollars. Other sales of property bordering on the town have recently been made amounting to many thousands of dollars. Block No. 13, with three or four houses upon it, fronting upon Main and Water Streets, sold ten or twelve days ago for two hundred and forty thousand dollars, and other property in the business part of the city went for equally fair prices. We say fair prices, for they

It is impossible to give any concise statement of the amount of the river trade of St. Louis, but some of the leading and principal items for the year 1840 will afford an approximate idea of the volume of business then transacted. From 1831, when the first insurance office was established, to 1840 the marine risks amounted to \$58,021,986. This sum does not include the whole amount of property at risk, because some of the boats and cargoes were insured at the East and South, and some were not insured at all. The estimate of property uninsured was put at thirty-three and one-third per cent., which would raise the value to \$77,362,648. The receipts of lead at St. Louis for 1839 were 375,000 pigs; for 1840, 390,000 pigs; and for 1841, 395,000 pigs. A pig of lead averaged sixty-nine pounds, and was estimated at three and one-half cents per pound, making the value of this trade for 1841, \$13,825, and for the three years nearly \$50,000. "At least 8500 hogsheads of tobacco" passed St. Louis, with a value of \$912,500. There were shipped from St. Louis 80,000 bushels of wheat and 110,000 barrels of flour, valued at \$610,000.

When to these figures are added those for the trade in beef, pork, bacon, lard, butter, corn, live-stock, buffalo robes, furs, skins, and peltries, hemp, bagging, bale-rope, and the many other articles that comprise the industry of a growing community but of which there exist no statistics, it will be seen that

are by no means so extravagant as have been obtained in other Western towns, and are such as will justify the purchasers in making permanent improvements upon the property. In many cases it is their intention to do so.

"We have made some inquiry, and have found that upwards of two hundred houses are now building in the city. They are started in every direction, and it is probable that another hundred will be put up during the season if contracts can be made for them. One or two churches are to be erected, a splendid theatre is under way, and a female seminary is to be commenced. Many of the buildings will be handsomely finished for stores and extensive warehouses, and it is to be hoped that before another year passes away we shall be able to furnish houses for the numerous business men who are desirous of making establishments here. Our country friends who are engaged in mercantile pursuits have in many instances determined to make their purchases hereafter at St. Louis, as the competition and increase of business has satisfied them that they can do so to better advantage than in the Atlantic cities. Useful and extensive manufactories are starting up at every point, and in a short time we shall be independent of other places for our steam-engines and other materials of daily use. The corporate societies are not behind our citizens in making improvements. The whole line of the wharf is rapidly being macadamized, and before the winter sets in it will present a better appearance than any port in the Western country. Many contracts are made for paving the streets, and two or three years of industry will bring about the completion of this work throughout the city."

St. Louis had in 1840 made considerable progress on the road to that commercial prosperity which she now enjoys. The imports were valued at from ten to fifteen millions of dollars.

A slight idea may be gathered of the trade of St. Louis in 1843 from the following table, which exhibits the imports and exports of the city from the 13th of January up to the 12th of August, 1843:

	Imports.	Exports.
Beeswax, bbls.....	470	777
" lbs.....	36,007	26,655
Buffalo robes, bales.....	8,983	4,186
Corn, sacks.....	28,091	27,688
Flour, bbls.....	59,965	88,393
Hemp, bales.....	26,947	17,629
Lead, pigs.....	398,225	397,213
Lard, bbls.....	10,751	19,243
" kegs.....	15,581	18,337
Oil lard, bbls.....	559	3,060
Pork, bbls.....	16,633	30,097
Tobacco, hhds.....	14,599	13,498
Wheat, bbls.....	58,777	22,241
" sacks.....	78,299	27,945

The receipts of tobacco for the year 1842 were 1754 hogsheads, of which 1645 hogsheads were sold, leaving on hand on the 1st of January, 1843, 109 hogsheads.

In the *Prices Current* for 1844 the population is estimated at 40,000, and the registered tonnage at 20,420 tons, against 14,729 tons in the year 1842, thus showing an increase in less than three years of nearly 40 per cent. This tonnage was the property of citizens of St. Louis, and it may be safely said that at least as much more was employed in its trade and commerce the property of other cities. The arrivals during the year amounted to 2613, against 2105 the previous year, showing an increase of 508 arrivals. The annual trade of St. Louis was then estimated at \$50,000,000. Nearly 47,000 bags of coffee, 11,000 hogsheads of sugar, 758,000 pigs of lead, 31,000 bales of hemp, 13,000 hogsheads of tobacco, 132,000 barrels of flour, and nearly a million bushels of wheat were imported into St. Louis in 1843, being an average increase of nearly 20 per cent. on that of the previous year.

The harbor-master's report for 1845 shows that during the year there were 2050 steamboat arrivals in the harbor of St. Louis, with an aggregate tonnage of 358,045 tons, and 346 arrivals of keel- and flat-boats, and that the trade of the city was carried on by 213 steamboats, with an aggregate tonnage of 42,922 tons.

From the same report there has been compiled the following table of the places from whence these vessels came, showing the arrivals from each quarter for each month, as follows:

	New Orleans.	Ohio River.	Illinois River.	Upper Mississippi River.	Missouri River.	Other Points.
In January.....	17	5	15	15	5	8
February.....	13	13	20	12	2	7
March.....	27	42	57	67	11	8
April.....	24	39	36	75	23	10
May.....	35	49	52	102	49	13
June.....	27	33	29	66	42	21
July.....	16	46	26	58	29	18
August.....	20	44	26	63	25	22
September....	25	38	7	60	22	19
October.....	22	45	13	48	20	16
November.....	21	47	17	74	20	24
December.....	3	5	...	3	1	1
	250	406	298	647	249	167

From the foregoing it appears that during 1845 there were 250 steamboat arrivals from New Orleans; 406 from different ports on the Ohio River, including arrivals from the Cumberland and Tennessee; 278 from ports on the Illinois River; 647 from ports on the Mississippi above the mouth of the Missouri, not including the daily trip of the Alton packet; 249 from ports on the Missouri River; and 168 from other points, chiefly from Cairo and intermediate ports between that point and St. Louis.

During the year 1848-49, St. Louis began to receive heavy shipments of the products of the Southern States, and orders for articles hitherto sent to other cities were sent to the merchants, manufacturers, and mechanics of St. Louis. Direct communication with the lakes and the Canadas also presented great advantages to the shipping and commercial interests of the city. The total receipts of tobacco by the river for the period of five years, from 1844 to 1849, was 49,918 hogsheads, an exhibit which shows "a steady decrease in the production of that staple in the State of Missouri since 1844." The decrease in the production of tobacco was compensated by an increase in that of hemp, the entire crop of which in 1846 was 80,000 bales, of which 47,152 bales were received by the river. The receipts of lead by the river were, for 1847, 749,128 pigs, and for 1848, 705,718 pigs. The receipts of flour by the river for 1847 were 328,568 barrels and 686 half-barrels, and for 1848 they were 387,314 barrels and 541 half-barrels. In addition the city mills produced 400,000 barrels. The total production was over 700,000 barrels, which, at \$4.25 per barrel, made an aggregate value of \$2,975,000. The wheat crop of 1847-48 was an unusually fine one throughout the river States, and the receipts by way of the river for 1847 were 2,432,377 bushels, and for 1848, 2,194,798 bushels. The receipts of corn by the river were, for 1847, 1,016,318 bushels, and for 1848, 699,693 bushels. The Illinois and Michigan Canal opened in 1847-48, drawing off 316,625 bushels. The receipts of oats

for 1847 were 202,365 bushels, and for 1848, 243,700 bushels. "Of the entire shipments from this city," it was stated about this time, "it is computed that fully three-fourths reach the city of New Orleans." The beef receipts for 1848 were 9381 tierces, 7876 barrels, and 47 half-barrels; and of pork, 97,662 barrels and 1923 half-barrels, together with 25,820 casks, 3603 hogsheds, 2847 barrels, 3775 boxes of bacon. Of lard there were received 6579 tierces, 67,329 barrels, and 14,180 kegs, showing an immense improvement in the provision trade. The lumber trade for 1847 amounted to 16,917,850 feet, and for 1848 to 22,137,915 feet; shingles for 1847, 13,098,800, and for 1848, 15,851,500. There were also 42,282 cords of wood received by the river in 1847, and 38,857 cords in 1848. Of coal the receipts by river in 1847 were 1,454,048 bushels, and in 1848, 1,623,687 bushels.

As elsewhere stated more in detail, two calamities visited St. Louis in the year 1849, the cholera and

the great conflagration of steamboats and other property on the 17th of May, which exerted a disastrous influence on every branch of her trade, commerce, and business. A mortality of seven thousand eight hundred and twenty-one persons and the destruction of three million three hundred and thirty-five thousand four hundred and fifty dollars of property could not but have administered a check to enterprise and retarded progress. It is surprising, however, to note the alacrity, energy, and perseverance which were exhibited by the people of St. Louis in repairing the losses and obliterating the evidences of these visitations. Before the expiration of six months commerce, if not fully recovered, at least exhibited no signs of impairment, but was in full motion, and all the routine of mercantile affairs was in active operation.

The estimated value of thirty-one of the leading articles of produce received at the port of St. Louis during the year 1849, with total valuation, is as follows:

ARTICLES.	Aggregate Amount.	Average Rate.	Estimated Value.
Tobacco, leaf.....	9,879 hhds.....	\$50.00 per hhd.....	\$493,950.00
" manufactured.....	5,904 boxes.....	15.00 " box.....	88,560.00
Hemp.....	9,258 tons.....	110.00 " ton.....	1,018,380.00
Lard.....	16,428 tons.....	85.40 " ton.....	1,402,951.20
Flour.....	306,412 bbls.....	4.20 " bbl.....	1,286,930.40
Wheat.....	1,792,535 bush.....	.80 " bush.....	1,434,028.00
Corn.....	305,333 bush.....	.31 " bush.....	94,653.23
Oats.....	252,291 bush.....	.28 " bush.....	70,641.58
Barley.....	92,463 bush.....	.70 " bush.....	64,724.10
Rye.....	5,844 bush.....	.40 " bush.....	2,337.60
Behns.....	9,078 bush.....	.40 " bush.....	2,731.20
Beef.....	10,687 tierces.....	9.00 " tierce.....	96,183.00
".....	12,336 bbls.....	8.00 " bbl.....	98,688.00
Pork.....	113,862 bbls.....	8.00 " bbl.....	920,896.00
" bulk.....	9,651,656 lbs.....	.02½ " lb.....	241,291.40
Lard.....	15,801 tierces.....	17.50 " tierce.....	276,517.50
".....	58,270 bbls.....	13.00 " bbl.....	757,510.00
".....	18,845 kegs.....	3.50 " keg.....	64,957.50
Bacon.....	16,880 casks.....	30.00 " cask.....	500,400.00
".....	3,245 bbls. and boxes.....	12.50 " box and bbl.....	40,562.50
Pickled hams and shoulders.....	10,564 casks.....	14.56 " cask.....	153,178.00
Whiskey.....	29,085 bbls.....	7.50 " bbl.....	217,997.50
Tallow.....	721,460 lbs.....	.06½ " lb.....	48,698.55
Butter.....	1,255,280 lbs.....	.08½ " lb.....	106,698.80
Bale rope.....	19,065 coils.....	7.25 " coil.....	142,211.25
Bagging.....	1,079 pieces.....	14.00 " piece.....	15,106.00
Potatoes.....	103,500 bush.....	.30 " bush.....	31,050.00
Onions.....	21,350 bush.....	.50 " bush.....	10,675.00
Grease.....	351,851 lbs.....	.03½ " lb.....	12,314.78
Hides, dry and green.....	68,902.....	1.80 each.....	124,033.60
Hay.....	920 tons.....	16.00 per ton.....	14,720.00
Flaxseed.....	26,500 bush.....	.85 " bush.....	22,525.00
Feathers.....	62,340 lbs.....	.28 " lb.....	17,455.20
Brooms.....	11,023 dozens.....	1.60 " doz.....	17,636.80
Dried fruit.....	63,102 bush.....	.90 " bush.....	56,791.80
Green apples.....	20,583 bbls.....	1.50 " bbl.....	30,874.50
Wool.....	1,274 bales.....	22.50 " bale.....	28,665.90
Total estimated value.....			\$10,087,327.99

During 1849 the arrivals of steamboats at St. Louis were: From New Orleans, 313; Ohio River, 401; Illinois River, 686; upper Mississippi, 806;

Missouri River, 355; Cairo, 122; other points, 217. The total number of arrivals of steamboats and barges in 1848 was 3468; in 1849, 2975; of keel-

and flat-boats in 1848, 332, and in 1849, 166. The total tonnage of steamboats and barges in 1848 was 688,213, and in 1849, 633,892.

The prevalence of yellow fever at New Orleans in 1853 proved a serious check to the river trade of St. Louis, and the difficulty of shipping crews, except at enhanced wages, threw a large amount of tonnage out of the trade and advanced freights to a high figure. All descriptions of agricultural products ruled unusually high in prices, and the farmers reaped a rich reward for their enterprise and industry, the profits realized enabling them to enlarge the area of cultivation, to improve their residences, and to invest to a large extent in the railroad enterprises that were then being projected in every direction through the West. In this year (1853) the statistics and transactions of a railroad were reported for the first time in connection with the river trade. The Missouri Pacific Railroad was that year completed a distance of forty miles, through a section of country which, though contiguous to St. Louis, had not been brought under cultivation. Without a farm along its line, and with its western terminus in a dense forest, this great railroad began to connect the Mississippi with the "back country," and overpaid the expenses of transportation more than ten thousand dollars, foreshadowing the immense profits from the investment. The "receipts per Pacific Railroad" were: Tobacco, 48 hogshheads and 3 boxes; lead, 1556 pigs; iron, 88,350 pounds pig, 530 blooms; wheat, 3418 bushels; hides, 5200 pounds; whiskey, 214 barrels; wood, 370 cords; wine, 9 casks, 7 barrels, and 8 boxes, native; hubstuff, 25 cords; and hoop-poles, 570,000.

A comparison of the tonnage of Western cities at the end of the year 1853 will show the rapid strides that St. Louis had made in the river trade.

The official returns of tonnage, June 30, 1853, were:

	Tons.		Tons.
Cincinnati.....	10,191	Decrease from 1851...	3,996
Louisville.....	14,166	Increase " " ...	1,229
Nashville.....	3,414	Decrease " " ...	163
St. Louis	45,441	Increase " " ...	11,136

These returns also show that St. Louis had then more steam tonnage than Wheeling, Cincinnati, Louisville, New Albany, Nashville, and Memphis combined. The arrivals of vessels at St. Louis for 1853 numbered 3307, or 529 more than at New Orleans.¹

The official returns of tonnage for the year ending June 30, 1854, give the following table of steam tonnage, showing the amount enrolled at several ports, viz.:

	Tons.
New York.....	101,487.41
New Orleans.....	57,174.54
St. Louis.....	48,557.51
Philadelphia	24,523.93
Cincinnati	23,842.73
Louisville.....	20,122.89
Mobile.....	18,110.40
Baltimore.....	14,451.14
Nashville	5,726.73
Wheeling.....	4,127.89
New Albany.....	2,952.31
Memphis.....	1,894.80

St. Louis was then the third city in the Union in the amount of enrolled steam tonnage, nearly doubling Philadelphia, with more than Philadelphia and Baltimore combined, with more than Cincinnati, Louisville, and Wheeling together, and paying duties on foreign imports amounting to more than seven hundred thousand dollars.²

The navigation of the rivers in the West was impeded to a greater extent and for a longer period in 1860 than ever before within the recollection of the oldest boatmen. This condition of the rivers led to action on the part of St. Louis merchants, which for a while induced the hope that new and entirely different methods were about to be adopted. The necessity of changing the mode of handling grain consigned to the merchants of St. Louis had long been felt, and the commission houses and millers of the city had become convinced that sacks should be dispensed with, and that grain should be transported in bulk. The Chamber of Commerce aided in the movement by presenting a memorial to the City Council requesting it to grant an elevator privilege to Messrs. Henry and Edgar Ames and Albert Pearce, who had offered to construct upon their own responsibility two elevators upon the Levee,—one near the foot of Carr Street, in the northern part of the city, and the other near the foot of Myrtle Street, in the southern part. The elevators were to have been of the most approved construction and material, with a capacity of half a million bushels each, and to have been exclusively used for the storage of grain in bulk. The City Council, after an able report from a special committee of that body had been submitted, promptly passed the ordinance, but it was vetoed by the mayor, and the inauguration of the elevator system of handling grain in St. Louis was postponed until 1863.

The subject of bridging the Mississippi at Rock Island, which had been under discussion for several years, was brought before the Hon. I. M. Love, judge of the District Court of the United States, who decided at the April term of the court in 1860 "that that portion of the railroad bridge across the Mississippi River at or near Davenport, within the

¹ "Thoughts about St. Louis," by John Hogan, pp. 6 and 7.

² *Ibid.*

State of Iowa, being part of the bridge commonly called the Rock Island bridge, and which is part of the Mississippi and Missouri Railroad, is a common and public nuisance, and a material impediment and obstruction to the navigation of said river by steamboats and other craft," and ordered it to be removed. This action of the court was approved by the St. Louis Chamber of Commerce, and the connecting of the railroad systems east with those west of the Mississippi was postponed until a period of more enlightened ideas with regard to transportation had arrived.

In consequence of low water during 1860, freights on the upper Mississippi, Missouri, and Illinois ruled very high, and there was an increase in marine disasters, reaching as high as two hundred and ninety-nine boats, with a loss of life amounting to two hundred and fifty-four.

The arrivals and departures of vessels at St. Louis during 1859 and 1860 were:

	1859.	1860.
Upper Mississippi.....	1,501	1,524
Lower Mississippi.....	616	767
Missouri.....	396	269
Illinois.....	679	544
Ohio.....	367	277
Tennessee.....	58	31
Cumberland.....	31	35
Arkansas.....	.....	7
Barges, canal- and flat-boats.....	1,397	1,724
Total.....	5,045	5,178
Departures.....	5,104	5,218
Tonnage.....	768,905	844,039

During the period of the civil war (1861-65) there was almost complete stagnation in the river trade and a general paralysis of the industries and commerce of St. Louis. The condition of affairs, industrial as well as political, during the great crisis of the nation's history, is fully set forth in the chapter on the civil war. The following, however, is a copy of circular instructions issued by C. G. Memminger, Secretary of the Treasury of the Southern Confederacy, in March, 1861, relating to the commerce of the Mississippi. These instructions related to importations from places north of the then so-called Confederate States. Vessels descending the river were required to come to at Norfolk, or Nelson's Landing, on the Mississippi, and the master was to report the arrival to the collector, exhibiting duplicate manifests of the whole cargo and declaring the name of the vessel, name of master, where from, the port of destination, and a full and particular description of the cargo. A custom-house officer was required to board vessels and demand the manifests mentioned. These manifests were to be certified by the collector or boarding-officer, and one of them returned to the master. The manifest returned by the custom-house officer was to be sent to the collector of

the port of final destination. If there were on board and intended for delivery at points other than ports of entry or delivery goods not subject to duty they could be landed, provided the master gave to the first revenue officer a schedule in duplicate of the articles, describing them, quantity and value, name of consignee, and place where to be landed. On one of these schedules, directed to be returned to the master, the officer was to indorse a landing permit. The instructions were in part as follows:

"Masters of flat-boats, with coal bulk intended for points as above, must give under oath to the collector at Norfolk a schedule in duplicate, setting forth name of boat, owner, master, where from, quality, quantity, and value, and the fact of its being intended to be landed at places other than ports of entry or delivery. On these schedules the collector will estimate the duties payable; and on payment of the duties at Norfolk, will indorse on the original schedule (to be returned to the master) a certificate of payment and permit to land the goods.

"Should any portion of the cargo of vessels arriving as aforesaid, composed of dutiable or free articles, be destined to ports of entry or delivery other than the port of final destination, permission may be obtained to land the same under the following regulations:

"The master shall present to the revenue officer at Norfolk a schedule in triplicate of the goods, describing them by marks and numbers, numbers of packages and contents, corresponding with the description in the general manifest of the vessel, also stating the consignee and name of the port of destination of the merchandise.

"Should the merchandise be intended to be landed at more than one intermediate port, then separate schedules of the goods destined for each port to be made out in triplicate, with all the particulars before required, shall be presented; and the revenue officers to certify on each of the schedules the fact of presentation, and also on the original to indorse his permission for the vessel to land at the port or ports designated the goods described in said schedule. The original shall be then returned to the master or commander.

"On the arrival of the vessel at an intermediate port, the master or commander is to present to revenue officer the original schedule, and will receive a general permit to land the goods upon their being duly entered and special landing permits issued, as now provided by law for the landing of imported merchandise. Should the vessel arrive out of business hours, or should circumstances compel it, the master is permitted to deposit the goods either in a bonded warehouse or the custody of a revenue officer, and shall receive a receipt containing all the particulars of the schedule, and the original schedule shall be delivered to the person with whom the merchandise is deposited, and by him delivered over to the collector or chief revenue officer as soon as the opening of the custom-house will admit.

"On the arrival of the vessel at the port of final destination, the master or commander shall make due entry at the custom-house by delivering his original manifest, together with all schedules indorsed with the permits to land at intermediate ports, and the receipts of officers to whom any goods may have been delivered, or any other documents showing the disposition of any portion of the cargo; and the residue of the cargo shall be landed on permits similar to those provided by law for the landing of imported merchandise; and the total cargo, as shown by the original manifest, shall be delivered at this port, with the

exception of such as is shown by the documents presented at the time of entry to have been landed elsewhere, under the penalties now provided by law for discrepancies existing in the cargoes of vessels arriving from foreign ports.

"In order to relieve vessels in this branch of importing trade from embarrassments, all goods imported therein remaining unclaimed, or for which no entry shall be made or permit granted within twenty-four hours after arrival, may be taken possession of by the collector and deposited in a bonded warehouse, on a general permit to be issued by him for that purpose.

"To afford further facilities in the event of vessels in this trade arriving at the port of final destination before the opening or after the closing of the custom-house for the day, and a necessity exists for discharging the cargo, it shall be lawful to deposit the same or any part thereof, at the risk and expense of said vessel, on the levee, in the charge of the inspection service of the customs, or in any bonded warehouse at the port, such portion of said cargo as may be practicable, the master or commander of the vessel obtaining for the goods so deposited a receipt from the inspection officer on the levee, or the custom officer in charge of the warehouse, which receipt shall be delivered to the collector of customs as soon thereafter as the business hours of the custom-house at said port will permit.

"Any goods, wares, or merchandise imported as aforesaid may be entered at the port of destination on the presentation to the collector of the bill or bills of lading, together with the other documents now required by law on the entry of imported merchandise, before and in anticipation of the arrival of the importing vessel, and the necessary permits for the landing shall issue on the completion of these entries.

"And on the presentation of these permits to the surveyor, it shall be his duty, and is hereby required of him (if the vessel by which the goods are imported shall have arrived at the port), to detail an inspector of the customs to superintend the landing of the merchandise described therein, and such landing is authorized before entry has been made by the importing vessel at the custom-house when the interest of commerce or circumstances attending such arrival shall render it necessary. It must, however, be distinctly understood that it is unlawful to discharge any portion of the cargoes of these vessels except under the supervision and inspection of the customs officer.

"Clearances.—Before the departure of any vessel navigating the Mississippi or other rivers, destined to a foreign port or place beyond the northern limits of the Confederate States of America, the master or person having charge thereof shall deliver to the collector or chief officer of the customs at the port from which such vessel is about to depart a manifest of the cargo on board the same, in the form and verified in the manner now provided by law for vessels to a foreign port, and obtain from said collector a clearance as follows:

Confederate States of America.

District of _____
Port of _____ 18

These are to certify to all whom it doth concern, that
master or commander of the
of _____
bound for _____
hath entered and cleared his said vessel according to law.

Given under my hand and seal at
the custom-house of _____ this day of _____ 18
Collector.

"It shall be permitted to vessels engaged in the navigation and commerce provided for by these regulations, after clearance, to take on board at the port of original departure, or any other place within the limits of the Confederacy, any goods, wares, or merchandise, and to proceed therewith to a destination beyond

the Confederate limits, on delivering to the collector or chief revenue officer at the port of Norfolk, on the Mississippi, or at the port nearest the frontier of the Confederacy on any other river, a schedule describing all the goods on board, the quantity, value, and destination, not declared in the manifest delivered at the time of clearance at the custom-house of the original port of departure. The schedule thus received is to be forwarded to the port from which the vessel may have originally cleared.

"Lastly, it is made the duty of the collector at the port of Norfolk, or at the other frontier ports at which masters of outward-bound vessels are required to deliver schedules, to board all vessels bound for places beyond the Confederate limits in the same manner and at the hours as hereinbefore provided for inward-bound vessels."

As long as there were no railroads to compete with the trade and commerce of the river, the subject of improving the navigation of Western waters was discussed. Commercial opinion seemed to have settled down to the conviction that impediments to navigation, such as snags, sand-bars, sunken boats, and the rapids of the upper river, were inevitable and had to be submitted to. But when railroads began to divert the trade, and threatened loss and injury to the vast amount of capital already invested in steamboats and barges, as well as to the multitude of laborers who found employment in river navigation, the political power of the Mississippi valley was invoked to protect the great river from the loss that was threatened, as well as to employ its natural advantages to better effect in aid of the consumer and producer. The initiatory steps looking to the improvement of the navigation of Western rivers by the general government were taken at a convention held in St. Louis in February, 1867, which resulted in annual appropriations for the removal of snags, sand-bars, and the improvements at the rapids at Rock Island.

The practical operation of the St. Louis grain elevator, the charter for which was granted in 1863, demonstrated the fact that grain could be handled in bulk advantageously, and that with proper facilities for shipping to New Orleans and transferring at that point in bulk, grain could be delivered at the Eastern cities and foreign ports cheaper *via* the Mississippi River than by any other route. The cost of transporting a bushel of wheat from St. Paul to New York *via* St. Louis and New Orleans, with the proper facilities for transferring at those cities, was ascertained to be at least twenty cents per bushel less than by any northern route, and it was also discovered that the cost of transportation could be further reduced ten cents with a proper canal around the rapids at Rock Island. The Mississippi Valley Transportation Company was this year (1863) handling grain in bulk, and a transfer elevator was built by St. Louis parties

for use in New Orleans at the opening of navigation. Further elevator facilities, chiefly at East St. Louis, were undertaken in 1866, and the energy and enterprise of St. Louis were fully awakened to the practicability of making the Mississippi the great highway for the products of the Northwest to foreign markets. At the same time the trade with Montana and the gold regions of the upper Missouri was increasing, and had extended beyond the most sanguine estimates. Fifty-one boats left St. Louis during the year for the upper Missouri, carrying twenty-two million seven hundred and seventy thousand pounds of freight and many passengers.

The opening of the year 1866 found the Mississippi at St. Louis firmly closed by ice, which broke up on the night of January 12th, destroying an immense quantity of shipping.

The following statement shows the quantity of grain received and disbursed by the St. Louis Elevator Company from Oct. 24, 1865, to Jan. 1, 1867:¹

	Receipts from October, 1865, to January, 1867.	Disbursed from October, 1865, to January, 1867.	Balance in Elevator January, 1867.
	Bushels.	Bushels.	Bushels.
Wheat.....	1,342,750.43	1,148,344.22	194,406.21
Corn.....	228,495.05	221,105.22	7,389.39
Oats.....	127,944.07	126,306.02	1,638.05
Barley.....	252,901.40	243,199.43	9,701.45
Rye.....	19,152.46	19,152.46	.....
Malt.....	1,364.04	.....	1,364.04
Total.....	1,972,609	1,758,109	214,500

Receipts for 1866.

	Bushels.
Wheat.....	1,087,090.50
Corn.....	210,230.55
Oats.....	54,867.12
Barley.....	11,072.42
Rye.....	12,079.14
Malt.....	1,364.04
Total.....	1,376,705

The tonnage of St. Louis, comprising steamers plying between that and other ports, July 1, 1866, was as follows:

Rivers.	Steamers.	Barges.	Total.	Tonnage.	Value.
Lower Mississippi.....	55	30	85	74,800	\$3,970,000
Arkansas.....	16	...	16	5,925	378,000
Cumberland and Tennessee.....	18	...	18	5,925	282,000
Upper Mississippi.....	44	67	111	30,685	1,625,000
Illinois.....	16	25	41	10,355	488,000
Ohio.....	45	...	45	19,800	1,088,000
Missouri.....	71	...	71	38,525	2,545,000
Total.....	265	122	387	186,015	\$10,376,000

The effect of railroads upon the trade of the Mississippi and other rivers becomes very apparent

by an examination of the commercial statistics for 1866. For example, of the total receipts of flour, amounting to 2,107,026 barrels, only 424,627 were received by river; of 4,550,305 bushels of wheat, 3,245,995 bushels; of 7,233,671 bushels of corn, 4,815,860 bushels; of 3,667,253 bushels of oats, 2,648,612 bushels; of 375,417 bushels of rye, 356,078 bushels; and of 548,796 bushels of barley, 425,969 bushels. In the export of grain the same influence is visible. Of 2,107,026 barrels of flour, the rivers carried 1,149,868 bushels; of 4,550,304 bushels of wheat, 408,742 bushels; of 7,233,671 bushels of corn, 6,713,027 bushels; of 3,667,253 bushels of oats, 2,581,492 bushels; of 375,417 bushels of rye, 184,963 bushels; of 548,796 bushels of barley, 53,655 bushels. The total receipts of grain amounted to 22,079,072 bushels, and the total exports to 18,835,969 bushels.

The year 1866 was an unprofitable one in many respects. The cost of the necessities of life was greatly increased, political dissensions were bitter and violent, and the financial policy of Congress and indifferent crops produced doubt and uncertainty as to the future, and greatly depressed trade and business. The receipts of flour and grain at St. Louis fell off in 1867 4,210,317 bushels from 1866, and the exports diminished proportionately. With the exception of the hog product, there was a corresponding decrease in every article of commerce. Previous to the civil war the great market of St. Louis had been in the Southern States, where the energies of the planting interest were wholly devoted to the growing of cotton and sugar, necessitating the importation of breadstuffs. The abolition of slavery produced an entire change in the labor system, and the destitution that followed the war interfered even as late as 1867 with the production of the great staples of the South, and for this reason, and because it compelled the raising of food-supplies at home, made the Southern people small buyers in the market of St. Louis. The prospect of so great a change in the agricultural productions of the Southern States obliged St. Louis to seek other markets for the produce which came to her from the North and West, and to open up other avenues of trade. With this in view the attention of her merchants were directed to South America and Europe. The city of New Orleans, with interests identical with those of St. Louis, set on foot a movement to establish a regular line of steamers with Liverpool, and to construct a large elevator to receive and disburse grain in the most economical manner. The contest between the river and the railroad for the great prize

¹ "Up to 1871 the elevator had no source of supply save the river, connections with the various railroads not having been made in 1866."—*St. Louis, the Commercial Metropolis of the Mississippi Valley*, by L. U. Reavis, p. 189.

of transporting the produce of the West was fairly under way at this time. The cheapness of transportation was to determine the supremacy, and in order that the grain of the West might reach an exporting point at less cost *via* the Mississippi River than *via* the lakes required improved and increased facilities. The Des Moines and Rock Island rapids were in a fair way of removal, the work having been undertaken and regularly appropriated for by the general government. That obstruction removed, the elevators of St. Louis were ready to receive or transfer the

grain, and the barge company provided barges for transportation to New Orleans, where the Higby elevator transferred the grain to ocean vessels. Under the impetus thus given several cargoes of grain were shipped to New York and Europe, establishing fully the practicability of the route. St. Louis added other facilities for handling grain by extending the North Missouri and Iron Mountain Railroads to the elevators.

The arrivals and departures of vessels at St. Louis during 1867 and 1868 were :

Rivers.	Lower Mississippi.	Upper Mississippi.	Missouri.	Illinois.	White.	Chun-berland.	Arkansas.	Tennessee.	Ohio.	Osage.	Yazoo.	Total Steamers.	Canal-Boats and Barges.	Total.	Tonnage.
Arrival, 1867...	691	886	311	350	17	5	38	45	130	.	5	2478	947	3425	1,086,320
" 1868...	596	969	356	291	1	1	12	46	154	2	2	338	1133	3471	1,655,795
Departure, 1867	741	915	318	396	11	5	49	41	105	.	4	2585	.....	.....	.....
" 1868	579	1013	361	332	3	.	15	44	228	2	.	2577	.....	.....	.....

ARRIVALS AND DEPARTURES FOR FOUR YEARS.

YEAR.	ARRIVALS.			DEPARTURES.
	Boats.	Barges.	Tonnage.	No. of boats.
1868.....	2338	1133	1,055,795	2579
1867.....	2478	947	1,086,320	2585
1866.....	2972	1124	1,227,078	3066
1865.....	2768	1114	1,229,826	2953

During the year 1870 the general government established gauges at different points on the Western rivers, where the daily rise and fall of the water are taken and furnished by telegraph each day to the different cities, also the height of water as compared with a well-known high- or low-water mark, which gives a more perfect indication of the depth of the channel.

The system of railroads which in 1870 had spread out from St. Louis in every direction had the effect of contracting the limits of freighting by water. When not only freight but passengers were carried by water, the steamboats of the Mississippi found a remunerative trade. But the time had arrived when the steamboat had become too slow a means of transportation for an enterprising and progressive people. The passenger travel having deserted the steamboats, they were compelled to look to their freight-list almost entirely for their profits. The question of how to preserve to the river marine the traffic with the South that was, and would be for several years, dependent upon the river was discussed

with a view to the use of iron in the construction of hulls both for steamers and barges.

During the year 1870 the agitation of the question of materially reducing the taxes and dues paid by steamboatmen for the purpose of maintaining wharves and improving the levees and harbors of river towns and cities was kept up almost uninterruptedly through the entire season.

The following is a condensed statement of all the wharfage collected at St. Louis from April, 1846, to December, 1870, a period of twenty-four years :

From April, 1846, to April, 1847.....	\$23,371.02
" " 1847, " 1848.....	31,231.05
" " 1848, " 1849.....	35,886.16
" " 1849, " 1850.....	33,701.72
" " 1850, " 1851.....	46,912.26
" " 1851, " 1852.....	47,064.35
" " 1852, " 1853.....	55,506.69
" " 1853, " 1854.....	58,402.37
" " 1854, " 1855.....	60,069.99
" " 1855, " 1856.....	62,613.46
" " 1856, " 1857.....	74,061.68
" " 1857, " 1858.....	72,345.72
" " 1858, " 1859.....	64,808.18
" " 1859, " 1860.....	69,615.72
" " 1860, " 1861.....	67,544.66
" " 1861, " 1862.....	28,635.85
" " 1862, " 1863.....	43,997.36
" " 1863, " 1864.....	54,152.90
" " 1864, " 1865.....	72,290.97
" " 1865, " 1866.....	84,384.60
" " 1866, " 1867.....	77,135.20
" " 1867, to January, 1868.....	66,293.45
" January, 1868, to April, 1869.....	95,584.48
" April, 1869, to April 12, 1870.....	87,706.92
" " 12, 1870, to December, 1870, inclusive.....	66,626.60
Total.....	\$1,480,043.36

The following are the expenditures from April, 1848, to December, 1870, inclusive :

From April, 1848, to April, 1849.....	\$16,252.24
“ “ 1849, “ 1850.....	45,590.42
“ “ 1850, “ 1851.....	68,967.38
“ “ 1851, “ 1852.....	31,959.08
“ “ 1852, “ 1853.....	64,160.74
“ “ 1853, “ 1854.....	102,559.25
“ “ 1854, “ 1855.....	92,965.51
“ “ 1855, “ 1856.....	74,038.69
“ “ 1856, “ 1857.....	56,107.61
“ “ 1857, “ 1858.....	83,266.98
“ “ 1858, “ 1859.....	68,662.63
“ “ 1859, “ 1860.....	58,902.88
“ “ 1860, “ 1861.....	44,202.93
“ “ 1861, “ 1862.....	12,835.37
“ “ 1862, “ 1863 ¹	10,347.98
“ “ 1863, “ 1864.....	7,498.28
“ “ 1864, “ 1865.....	25,421.23
“ “ 1865, “ 1866.....	59,904.06
“ “ 1866, “ 1867 ¹	183,232.60
“ “ 1867, to October, 1868 ¹	193,205.82
“ October, 1868, to October, 1869 ¹	123,974.02
“ “ 1869, to April 11, 1870.....	59,584.34
“ April 12, 1870, to December, 1870, inclusive.....	90,859.20
Total.....	\$1,629,499.24

As the railroads grew in importance and developed their power to successfully compete with the steam-boats in the transportation of merchandise and heavy freights, the steamboat interest, finding the trade gradually leaving it, began the employment of barges. In 1848 the total number employed at St. Louis was sixty-eight, with a tonnage of four thousand six hundred and forty-one tons. There were also in that year engaged in the trade a large number of keel-, flat-, and canal-boats, the arrivals of which for the year 1848 aggregated three hundred and forty-nine in number, and thirteen thousand nine hundred and sixty in tons. In 1849 the barges numbered seventy, with a combined tonnage of four thousand four hundred and ninety-seven tons. This branch of transportation continued to develop, as will appear from the following table:²

¹ Paid for removing wrecks, included in the above amounts, viz.:

In 1862-63.....	\$300.00
1866-67.....	64,952.77
1867-68.....	50,575.00
1868-69.....	30,775.00
Total.....	\$146,602.77

² In the report of the Union Merchants' Exchange for 1866 it is stated that "the barge system is fast finding favor with our merchants, and will, at no distant day, be the prevailing mode of transporting heavy freights, while the fine packets which now grace our western waters will be run on time for passengers and light freight. The Mississippi Valley Transportation Company has, during the past summer, demonstrated the fact that this is the cheapest mode of moving produce and heavy freights, having since May 1st carried from this port over one hundred and ten thousand tons. And when the plan of moving grain in bulk is established the tow-boats and barges will add to the commerce of our city by giving cheap freights and saving an immense amount of expense in the shape of handling, tarpaulins, and dunnage."

ARRIVALS AND DEPARTURES FOR EIGHTEEN YEARS.

YEARS.	ARRIVALS.				DEPARTURES.		
	Boats.	Barges.	Tons of Freight Received.	Registered Tonnage.	YEARS.	Boats.	Tons of Freight Shipped.
1882.....	2537	1310	802,080	.....	1882.....	2487	769,905
1881.....	2426	1525	852,410	.....	1881.....	2340	834,025
1880.....	2871	1821	893,860	.....	1880.....	2866	1,038,350
1879.....	2360	1471	688,970	.....	1879.....	2392	676,445
1878.....	2322	1291	714,700	.....	1878.....	2348	614,675
1877.....	2150	660	644,485	.....	1877.....	2156	597,676
1876.....	2122	683	688,755	.....	1876.....	2118	600,223
1875.....	2201	743	663,525	.....	1875.....	2223	639,095
1874.....	2332	951	732,765	.....	1874.....	2364	707,345
1873.....	2316	1020	810,055	.....	1873.....	2303	783,256
1872.....	2346	1485	863,919	.....	1872.....	2322	805,282
1871.....	2574	1165	883,401	.....	1871.....	2604	770,498
1870.....	2796	1195	.....	1,166,889	1870.....	2782	.....
1869.....	2789	1240	.....	1,225,443	1869.....	2786	.....
1868.....	2358	1133	.....	1,055,795	1868.....	2579	.....
1867.....	2478	947	.....	1,086,340	1867.....	2588	.....
1866.....	2972	1142	.....	1,227,078	1866.....	3096	.....
1865.....	2767	1141	.....	1,229,826	1865.....	2953	.....

The value of barges belonging to St. Louis in 1872 was:

Northern Line Packet Company.....	31 barges.	\$89,100
St. Louis Land Company.....	7 "	8,000
Grafton Stone and Tow Company..	18 "	9,600
Conrad Line.....	6 "	9,000
Bridge Company.....	19 "	100,000
Northwestern Union Packet Company.....	42 "	60,700
Mississippi Valley Transportation Company.....	35 "	432,000
Peoria Packet Company.....	6 "	9,000
Miscellaneous.....		10,000
Total value.....		\$727,400

Value of Barges on the Ohio.

Cincinnati.....	\$408,500
Pomeroy.....	122,500
Wheeling.....	27,000
Louisville.....	200,000
Evansville.....	162,000
Gallipolis.....	74,000
Kanawha.....	120,000
Pittsburgh (exclusive of coal-boats).....	800,000
Paducah.....	12,000
Miscellaneous.....	1,000,000
Total.....	\$3,769,400

"Gray's Iron Line," organized in 1863, had, in 1872, barges aggregating 29,900 tonnage plying between Cincinnati and St. Louis.

The number of steamboats and barges owned by the packet companies in 1870 was 117 steamers and 176 barges, with a tonnage capacity of 176,615, and valued then at \$5,219,700.

The year 1871 was not a successful year in river navigation, business showing a considerable falling off, both in the number of trips and to the extent of ten thousand tons in tonnage, the season being unusually short and the stage of the water unsatisfactory. The average depth of water in the Western rivers was less "in 1871 than during any season in the past twenty-five years."³ Notwithstanding these drawbacks, substantial progress was made towards replacing

³ Republican, Jan. 1, 1872.

the river commerce on a firmer basis. Gradually but surely the methods of operating on the Mississippi and its tributaries were changing. The demand for cheap freight was causing shippers to turn their attention to water routes, and to meet the general demand in this direction, steamboatmen were making every effort to discover the method by which river navigation might be cheapened and improved. A spirit of enterprise, of genuine and healthy progress, was alive among the river men. The steamers of the Western rivers up to 1871 had generally been built to accommodate both freight and passengers. On all of them were erected costly and weighty cabins, and of course the carrying capacity of the boat was reduced by as much as the weight of the cabin. In addition to this drawback, the owner was compelled to maintain a large and expensive cabin crew, and when passenger travel was dull freights had to be taxed to make up the deficit in a losing passenger trip. Experiments had been made with boats built with large carrying capacity, but furnished with no cabins for the accommodation of passengers. This class of boats proved successful. In 1871, on the Ohio, lower Mississippi, Illinois, and upper Mississippi large quantities of freight were transported in barges, and the number of tow-boats and barges was being increased every year.

During the same year a successful trip was made from St. Louis to Galveston, Texas, by a light stern-wheel steamboat, the "Beardstown," demonstrating the practicability of establishing direct communication between St. Louis, through the bayous and coast channel, and the coast cities of Texas. The enlargement of the Illinois and Michigan Canal opened to St. Louis, through the Illinois River and that canal, direct water communication with Chicago, Milwaukee, Duluth, Detroit, Toledo, Cleveland, and Buffalo. An iron propeller called the "Two Brothers," built and equipped at Buffalo, N. Y., completed a voyage from that port *via* the Miami Canal, Muskingum, Ohio, and Mississippi Rivers to the mouth of the Red River, and thence through that stream into the Atchafalaya, the Sabine, and thence to Galveston. The Michigan and Illinois Canal having been opened, three lake schooners at the beginning of winter sailed from Chicago, passed through the canal, and entered Peoria Lake. It was the intention of the owners of these vessels to pass down the Illinois and Mississippi Rivers to the gulf, where they could operate during the winter. Their design was frustrated by the closing of the river and lake by ice. These incidents seemed to promise that at no very distant period loaded barges would be towed from ports on the lakes to New Orleans direct.

The legislation by Congress in February, 1871, repealed the then existing steamboat laws, and enacted a law of more stringent and restrictive character. Under its provisions a board of officers was created with almost autocratic control over the whole steamboat interests. No sooner did the obnoxious provisions of this law receive the attention of the steamboatmen than a storm of opposition to its enforcement swept over the entire country. Associations of steamboatmen and vessel-owners' associations were formed at all the river-, lake-, and sea-ports in the United States. For the first time in the history of the country the owners of steamboats and ships were united. A call for a convention of vessel-owners to meet in Louisville, Ky., on the 15th of November, was responded to from about twenty States, who sent delegates. The convention, composed of men representing about one billion six hundred million dollars invested in steam-vessels, met at the appointed time, and after a harmonious but earnest discussion of the grievances under which they labored, extending through a three days' session, the convention adjourned after appointing certain general committees. The executive committee labored earnestly to prepare a bill to be introduced into Congress which would be just to their interests and still fair toward the general government. The passage of the law in question awakened an interest in the subject of steam navigation, and provoked a unanimity of feeling among those most deeply interested. A national convention of vessel-owners was called to meet in Washington City on the 22d of December, 1872, to consider what further could be done to reawaken an interest in water transportation lines.¹

The steamboat tonnage of Western rivers in 1871 was :

Pittsburgh.....	162,523.91
Brownsville.....	18,250.00
Wheeling.....	6,254.00
Parkersburg.....	4,180.00
Kanawha River trade.....	2,185.00
Gallipolis.....	1,652.00
Cincinnati.....	41,318.08
Pomeroy.....	2,310.08
Madison.....	1,740.26
Zanesville.....	620.00
Louisville.....	18,820.97
Paducah.....	3,021.00
Evansville.....	10,652.05
Nashville.....	4,500.00
Cairo.....	4,207.00
Memphis.....	20,402.12
New Orleans.....	285,825.18
Galena (Dis.).....	10,307.18
St. Louis (carrying capacity).....	96,926.26
St. Louis (barges' carrying capacity).....	45,741.00
Cincinnati (barges).....	26,638.17
Barges at other ports.....	35,782.19

Total tonnage (capacity)..... 803,844.45

¹ The law of the 28th of February, 1871, has not been materially changed, and will be found in the Revised Statutes of the United States, Title LII, Regulation of Steam Vessels.

The aggregate value of steamboat property on Western rivers in 1871 was as follows :

Pittsburgh, Pa.....	\$3,690,000
Wheeling, W. Va. (estimated).....	385,000
Gallipolis, Ohio.....	40,000
Cincinnati, Ohio.....	3,065,500
Louisville, Ky.....	1,097,500
Evansville, Ind.....	463,100
Nashville, Tenn.....	148,000
Memphis, Tenn.....	685,000
Galena (Dis.).....	820,000
New Orleans (river steamers).....	6,842,600
Total.....	\$17,214,700
To which add steamboats at St. Louis	5,428,800
Grand total.....	\$22,643,500
Value of barges on Western rivers ...	3,769,400
Total value of boats and barges.....	\$26,412,900

The above statement does not include the coal-boats of Pittsburgh, nor the stone-boats employed at various quarries on the Ohio, Green, Cumberland, and Tennessee Rivers, the boats of the upper Tennessee River, the canal-boats employed in the navigation of the Miami, Wabash, and Illinois Canals, nor does it include the barges employed at New Orleans and other ports on the Southern waters, which would add considerably to the aggregate value.

In July, 1872, an invitation signed by many of the best citizens of St. Louis was sent to the commissioner of emigration for Missouri in London, inviting representative Englishmen to visit the great fair at St. Louis in the following October; and the *London Times* of August 30th, in a leading editorial, urged upon its readers the importance of a more direct trade with the Mississippi valley, and particularly with St. Louis. The invitation was favorably received in England, and although only a few Englishmen were able, in consequence of the lateness of the season when it reached them, to attend the fair, it resulted in the formation of the "Mississippi Valley Society of London and St. Louis," having for its "general objects," first, the removal of "all obstructions to the direct interchange of products between Europe and the great Western and Southern States of North America;" and, secondly, "to facilitate the introduction of foreign capital into those States, for the purpose of developing their resources and increasing their commerce."

The failure to estimate at its proper value the operations of the Western river system in determining the course of commerce and establishing an equilibrium in the carrying trade was made apparent by the rates charged in 1873 on the northern and southern routes to Liverpool. Freight charges by these routes were as follows: From St. Paul to

New Orleans, eighteen cents per bushel on corn; thence to Liverpool, twenty cents; elevator charges at New Orleans, two cents, making a total of all charges between St. Paul and Liverpool of forty cents per bushel. The ruling freight rates on corn during that season by the New York route had been, from St. Paul to Chicago, eighteen cents; Chicago to Buffalo, by lake, eight cents; Buffalo to New York, by canal, fourteen cents; charges at Chicago, two cents; at Buffalo, two cents; at New York, four cents; freight to Liverpool, sixteen cents, making the total charges on a bushel of corn between St. Paul and Liverpool *via* New York amount to sixty-four cents, or a difference of *twenty-four cents* on the bushel in favor of the Mississippi and gulf route.

This comparison of freight charges was not without an important influence upon the problem of cheap transportation, which was then coming into prominence. The question was carried into the halls of Congress, and its agitation led to the appointment by the United States Senate of the "Select Committee on Transportation Routes to the Seaboard," which was "authorized . . . to investigate and report upon the subject of transportation between the interior and the seaboard." The message of the President of the United States had invited the attention of Congress to the fact that the time had arrived for that body "to consider various enterprises for the more certain and cheaper transportation of the constantly-increasing Western and Southern products to the Atlantic seaboard," and it added that "the subject is one that will force itself upon the legislative branch of the government sooner or later." In this connection the President suggested "that immediate steps be taken to gain all available information, to insure equitable and just legislation," and recommended the appointment of a commission to consider the whole question and to report to Congress at some future day. Senator Windom, of Minnesota, was made chairman of the Senate committee which, as previously indicated, was appointed in accordance with these recommendations. In addition to this governmental recognition of the necessity and importance of full consideration of the subject of transportation, the Farmers' Convention of Illinois incorporated into their platform an emphatic demand for immediate action looking toward the improvement of the navigation on Western rivers. The Transportation Committee at the outset of the investigation were confronted with "the absence of systematized statistics with regard to the course and magnitude of the internal commerce of the country," and with "the apparent indifference and neglect with which it

had been treated" in our governmental policy.¹ The huge sum of ten billion dollars was fixed by the committee as the "value of commodities moved by the railroads in 1872;" and it was added that "their gross receipts reached the enormous sum of four hundred and seventy-three million two hundred and forty-one thousand and fifty-five dollars;" and that "the commerce of the cities on the Ohio River alone has been carefully estimated at over one billion six hundred million dollars per annum."

Public attention was now directed most forcibly to the water lines of transportation, and everywhere throughout the West the people were awakening to the importance of availing themselves to the fullest extent of the unrivaled facilities for transportation which would be afforded by their magnificent rivers when properly improved, and when the difficulties and embarrassments which then beset their navigation had been entirely removed.

The commerce of the Missouri River had "dwindled to insignificance" in 1874.² A difference of opinion existed as to whether this was due to the fact that two well-equipped railways were running up the valley, parallel to and not far distant from the river, or to the character of the stream, the number of snags and wrecks in its bed, the rapidity of its current, and the consequent necessity for costly vessels to navigate it. An effort to establish the barge system upon the Missouri River had been made in 1873, but without sufficient trial to demonstrate whether it was or was not practicable.

The Illinois River had in 1872 become "the freight regulator between the Mississippi and Lake Michigan," and the enlargement of the Illinois and Michigan Canal had already been productive of most beneficial results. The commerce of St. Louis with the Arkansas, White, and Ouachita Rivers declined very perceptibly during the year, while the trade with the Red River still maintained a position of importance. The "packet system" on the Mississippi continued to embrace almost the entire traffic of the river. The Memphis and St. Louis Packet Company transported 341,400 tons of merchandise during the year 1873; the Keokuk and Northern Line 227,600 tons; the Missouri River Star Line Packet Company 98,950 tons; the Merchants' Southern Packet Company 140,500 tons; the St. Louis and New Orleans Packet Company 141,600 tons, and the Mississippi Valley Transportation Company 161,200 tons.

The amount of freight, in tons, received at St. Louis by rail and river from 1872 to 1876 was as follows:

1872.....	By rail, 2,838,364; by river, 863,919
1873.....	" 3,245,178 " 801,055
1874.....	" 3,165,093 " 732,765
1875.....	" 3,232,770 " 663,525
1876.....	" 3,431,200 " 688,755

The decline in river business appears from these figures to have become permanent. The shipments of freight, in tons, for the same years show a similar falling off in river business:

1872.....	By rail, 1,204,664; by river, 805,282
1873.....	" 1,155,416 " 783,256
1874.....	" 1,230,676 " 707,325
1875.....	" 1,301,450 " 639,095
1876.....	" 1,659,950 " 600,225

The excitement and business depression resulting from the Presidential election in 1876, together with the agitation of the war question in Europe, unsettled values, and interfered seriously with the course of trade throughout the country, but possibly less seriously in St. Louis than at other commercial centres. It is especially noticeable that the receipts of many articles of trade increased in a very marked degree on those of the previous years, as shown by the following table:

	1876.	1875.	1874.
Tons of freight received.....	4,119,975	3,896,295	3,897,858
" " shipped.....	2,260,175	1,940,545	1,938,001
Total tons handled.....	6,380,150	5,836,840	5,835,959

The river at St. Louis was open to trade during the entire winter of 1875-76, and continued open in the fall of 1876 until December 3d, but the winter of 1876-77 was one of the coldest on record, the river being closed at Cairo and Memphis, and as far south as Helena.

In October of 1877 a River Improvement Convention met at St. Paul, which appointed a committee to lay the wants of the Mississippi valley before Congress, and to urge an increased appropriation for the improvement of the river by the general government.

For several years prior to 1877 experimental shipments of grain in bulk to foreign ports *via* New Orleans had been made. The "humidity" of the gulf,³

¹ Report of the Select Committee on Transportation Routes to the Seaboard, p. 8.

² *Missouri Republican*, Jan. 1, 1874.

³ Among the arguments against the value of the Mississippi as a route for the transportation of cereals to foreign markets was the assertion that climatic influences at New Orleans and on the gulf would injure the products of the Northwestern States. The testimony of a large number of gentlemen well informed on the subject before the Senate Committee on Transportation Routes to the Seaboard most effectually disposed of that alleged difficulty. For instance, Capt. A. R. Miller, agent of the State Line Steamship Company, stated that during his experience in business "we have shipped here on our ships about

the condition of the grain upon arrival at destination, which was said to be impaired, and the "dangers by the way" were all alleged as causes why foreign trade down the Mississippi would be commercially impracticable. A record of the shipments, however, with official reports of the condition of grain on arrival on the other side, showed that the cargoes, without exception, were received in good condition, even when shipped in sailing-vessels, and the result of the experiment was to demonstrate the practicability of the route, and to gradually build up an increasing trade.

The value of waterways for commerce continued in 1877 to attract general attention, and the success which at this time began to attend the efforts of Capt. Eads at the "jetties" served to concentrate Western and Southern political influence in favor of such further improvements of the great rivers of the West as would render them fully equal to the demands of the already immense and still growing trade of the great valley.

A careful examination of actual freight rates during the year 1877 on shipments of grain from St. Paul *via* St. Louis and New Orleans to Liverpool, and *via* Chicago and New York, showed that the through rate to Liverpool was eleven cents per bushel lower *via* the St. Louis route *the whole year round*. This advantage in freight immediately changed the complexion of affairs, and the great trunk lines, which had discriminated against St. Louis, began making extraordinarily favorable concessions to its merchants. The public rail rates on grain were immediately reduced from twelve and one-half cents a hundred as low as ten cents, so that grain was carried at about six cents per bushel. In another case a shipment of nineteen hundred barrels of flour was contracted for at one dollar per barrel from St. Louis to Liverpool *via* Philadelphia, which was just five cents less than the steamship rate from New York to Liverpool. Until the jetties were completed, St. Louis was at the mercy of the railroads, and they made what rates they pleased. Chicago and Milwaukee, on the contrary, had the lake route at their command, and the railroads could not dictate to them during the summer months. Six months in the year, however, the lake route is closed with ice, and then

two hundred and twenty thousand bushels of corn, and have never, in any instance, heard complaint of any damage whatever; but, on the contrary, it has landed in as fine condition as when it was shipped." These statements were confirmed by a committee of the Union Merchants' Exchange of St. Louis, which also presented to the Senate committee a list of eighteen cargoes of corn shipped from New Orleans to Europe from Feb. 11 to Aug. 26, 1873, all of which arrived in good condition.

the railroads reign supreme even in the lake cities. Not so with St. Louis: the river from Cairo to the sea is always open, and from St. Louis to Cairo it is rarely closed more than a month or a month and a half, while frequently it is not closed at all. There is, therefore, a certainty of competition and low freights for ten or eleven months in the year, whereas it exists during only six out of the twelve for Chicago and Milwaukee.

The export trade *via* New Orleans, which revived in 1877 under such favorable auspices, continued with augmented volume in 1878. During each month of the year there was a steady flow of shipments, and the total movement reached 5,451,603 tons. In 1879 the shipment of grain in bulk from St. Louis amounted to 6,164,838 tons, and but for the low stage of water during the summer and early fall the shipments would have been largely increased, as on the opening of the river in January, 1880, engagements were made for all the tonnage that could be had, and over 1,500,000 bushels of corn were forwarded during the month, one tow alone taking 270,000 bushels of corn and another 225,376 bushels of corn and other freight.

On the 20th of October, 1880, there assembled in St. Louis a convention of delegates from twenty-one States and Territories, the object being to promote "cheap transportation and free commerce." A convention composed of delegates from Missouri, Kansas, and Nebraska was also held at Kansas City, in September, 1880, which created the Missouri River Improvement Association. Under the auspices of this association another convention was held in the city of St. Joseph, Mo., on the 29th of November, 1881, which appointed an executive committee to memorialize Congress upon the improvement of the navigation of the Missouri River.

FOREIGN SHIPMENTS FROM ST. LOUIS ON THROUGH BILLS OF LADING, *VIA* NEW ORLEANS, DURING 1881.

To	Flour.	Tobacco.	Wheat.	Corn.	Oil Cake.	Bran and S. Stuffs.	Dried Apples.
England.....	<i>Bbls.</i> ¹ 21,446	<i>Hhds.</i> 1448	<i>Bush.</i> 114,053	<i>Bush.</i> 410,786	<i>Sacks.</i> 4058	<i>Sacks.</i> 4350	.....
Scotland.....	1,321	.....	40,000	.....	.....	.....	.....
Belgium.....	5,613	18	.....	.....	.....	.....	.....
Ireland.....	1,500	.....	.....	.....	.....	.....	.....
France.....	.....	.....	.....	.....	.....	.....	300
Holland.....	.....	.....	.....	.....	.....	.....	25
Total.....	29,880	1466	154,053	410,786	4058	4350	325

¹ Shipments of flour *via* Atlantic seaboard and by New Orleans were in sacks of various weights, and are reduced to barrels for convenience in reference.

TRANSACTIONS AT THE CUSTOM-HOUSE, ST. LOUIS.

Exhibit of Comparative Receipts from all Sources at the Port of St. Louis During the Last Twenty-two Years.

YEAR.	Import Duty.	Hospital Tax.	Steamboat Fees.	Storage.	Official Fees.	Fines and Forfeits.	Total Collections.
1861.....	\$14,425.15	\$2,304.60	\$771.00	\$523.48	\$585.50	.....	\$18,609.78
1862.....	20,404.70	4,550.60	3,342.25	950.33	1661.80	.....	31,019.64
1863.....	36,622.09	6,444.60	4,194.00	436.50	1785.15	.....	49,910.33
1864.....	76,448.43	6,185.55	5,636.00	408.45	1890.30	.....	94,759.92
1865.....	586,407.07	10,271.10	18,848.05	729.74	5410.40	.....	654,583.21
1866.....	785,651.30	8,465.50	11,145.70	424.98	4541.30	.....	834,935.78
1867.....	1,236,798.06	8,556.18	15,571.00	2403.24	3558.15	.....	1,297,255.88
1868.....	1,403,997.64	6,244.64	14,044.83	1383.18	3880.15	.....	1,457,985.66
1869.....	1,711,256.19	6,619.98	14,366.92	2487.42	1890.00	.....	1,764,112.31
1870.....	1,996,083.49	7,003.64	14,040.49	1390.31	2482.65	.....	2,037,484.15
1871.....	1,874,907.29	10,500.50	16,306.60	1226.36	2278.80	.....	1,905,309.55
1872.....	1,697,563.27	11,325.78	16,114.57	2459.09	2587.50	.....	1,730,050.21
1873.....	1,376,466.32	11,206.75	14,512.98	1829.45	2630.80	.....	1,406,646.30
1874.....	1,674,116.53	11,868.34	13,895.26	1742.00	1949.65	.....	1,703,591.78
1875.....	1,159,849.17	9,578.53	13,022.72	1653.00	2099.45	.....	1,186,202.87
1876.....	1,748,374.30	12,005.81	13,700.94	1168.00	2550.00	.....	1,777,369.05
1877.....	1,275,175.72	11,363.92	13,593.45	1201.25	3397.25	.....	1,304,731.59
1878.....	1,590,458.08	12,108.88	13,613.65	946.49	2245.00	.....	1,619,375.10
1879.....	831,513.96	11,476.89	13,700.40	1473.23	2241.55	328.47	860,734.50
1880.....	1,320,856.61	12,681.83	14,189.00	1571.73	2581.20	279.88	1,351,559.25
1881.....	1,352,093.48	11,936.43	14,139.30	1848.66	2575.45	80.00	1,382,673.32
1882.....	1,295,475.07	11,834.22	8,048.25	512.00	3110.00	58.95	1,319,038.50

CONDENSED CLASSIFICATION OF COMMODITIES imported direct into St. Louis during 1881, showing foreign value and duties paid.

ARTICLES.	Foreign Value.	Amount Duties Paid.
Anvils.....	\$22,940.00	\$5,905.68
Ale and beer.....	2,556.00	970.56
Books and printed matter.....	20,908.00	5,208.70
Bricks and tiles.....	1,877.00	374.60
Brushes.....	17,846.00	7,138.40
Chemicals.....	10,725.00	1,534.90
China and earthenware.....	141,444.00	39,842.05
Cutlery.....	43,192.00	19,635.20
Diamonds.....	74,098.00	7,410.40
Druggists' sundries.....	21,144.00	7,699.24
Files.....	1,720.00	924.56
Free goods.....	103,452.00	.....
Glassware.....	39,466.00	23,734.75
Hops.....	62,323.00	6,369.28
Iron, pig.....	1,646.00	350.00
Iron (railroad bars).....	49,362.00	42,042.25
Jewelers' merchandise.....	3,247.00	811.75
Leather.....	4,784.00	1,469.10
Manufactures of cotton.....	58,308.00	20,407.80
" " metals.....	13,495.00	4,723.25
" " paper.....	8,740.00	3,059.00
" " silk.....	20,124.00	12,074.40
" " wool.....	22,275.00	15,305.99
Musical instruments.....	10,276.00	3,082.80
Nuts and fruits.....	1,507.00	493.72
Paintings.....	29,344.00	1,764.42
Philosophical instruments.....	1,122.00	478.80
Rifles and muskets.....	53,581.00	18,753.35
Seed.....	10,058.00	1,919.20
Soda ash.....	57,233.00	11,414.82
Soda caustic.....	19,080.00	11,659.79
Steel.....	50,367.00	15,975.82
Steel rails and bars.....	49,354.00	45,442.25
Tin.....	84,077.00	20,727.97
Tobacco and cigars.....	89,262.00	85,684.08
Wines and spirits.....	86,738.00	36,979.95
Window-glass.....	15,818.00	13,901.62
Woolen dry-goods.....	101,570.00	68,789.43
Sundries.....	556,858.00	194,070.29
Totals.....	\$1,961,917.00	\$758,080.17

DIRECT SHIPMENTS FROM ST. LOUIS TO FOREIGN COUNTRIES, IN TONS.

	1881.	1880.	1879.	1878.	1875.
By rail eastward.....	91,727	146,087	135,881	72,091	16,825
By river to New Orleans.....	389,587	433,681	176,531	154,060	6,857
Total.....	481,314	599,768	312,412	226,151	23,682

The shipments by river for 1881 include, in addition to the articles in table of shipments by river on through bills of lading, 12,861,124 bushels of grain shipped via New Orleans not on through bills of lading.

SHIPMENTS OF BULK GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS FOR TWELVE YEARS FOR EXPORT.

Year.	Wheat.	Corn.	Rye.	Oats.	Totals.
	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>
1881.....	4,197,981	8,640,720	22,423	132,823	12,993,947
1880.....	5,913,272	9,804,392	45,000	.....	13,762,664
1879.....	2,390,897	3,585,589	157,424	30,928	6,164,838
1878.....	1,876,639	2,857,056	609,041	108,867	5,451,603
1877.....	351,453	3,578,057	171,843	.....	4,101,353
1876.....	37,142	1,737,237	.....	.....	1,774,379
1875.....	136,961	172,617	.....	.....	308,578
1874.....	365,252	1,047,794	.....	10,000	1,423,046
1873.....	.....	1,373,969	.....	.....	1,373,969
1872.....	.....	1,711,039	.....	.....	1,711,039
1871.....	.....	309,077	.....	3,000	312,077
1870.....	66,000	.....	.....	.....	66,000

BARGE COMPANIES AND CAPACITY IN 1881.

Name.	Number of Steamers.	Number of Barges.	Capacity for Bulk Grain.	Capacity for moving to New Orleans monthly.
St. Louis and Mississippi Valley Transportation Company.....	13	98	<i>Bush.</i> 4,900,000	<i>Bush.</i> 3,000,000
American Transportation Company.....	2	10	400,000	400,000
Mound City Transportation Company.....	1	9	540,000	500,000

STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, 1881.

To	Corn.	Wheat.	Rye.
	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>
England	2,042,613	417,893	.....
Germany.....	776,916	.....	.....
Belgium.....	1,256,364	558,210	.....
France.....	1,970,472	2,608,644	.....
Holland.....	216,447	215,517	22,423
Ireland.....	195,916	125,099	.....
Denmark.....	835,991	.....	.....
Scotland.....	.....	29,932	.....
Cape Breton.....	261,110	578,494	.....
Total bushels.....	7,555,829	4,533,789	22,423
Total bushels, 1880.....	9,596,956	5,901,137	23,000

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1882.

ARRIVALS.

1882.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Total Steamers.	Barges and Canal-Boats.	Tons of Freight Received.	Tons of Lumber and Logs by Raft Received.
January.....	11	51	2	.....	7	4	75	37	25,750	.....
February.....	26	79	11	3	8	.....	127	77	43,575	1,790
March.....	74	107	35	6	17	1	240	174	127,800	10,375
April.....	113	84	29	7	20	3	256	196	117,895	30,070
May.....	134	90	34	9	18	4	289	191	115,730	33,645
June.....	108	75	22	10	14	4	233	98	68,020	33,250
July.....	112	86	21	28	16	4	267	70	80,335	16,880
August.....	139	74	19	25	10	3	270	94	57,695	43,620
September.....	128	82	17	10	9	2	248	165	42,805	38,865
October.....	136	76	17	9	6	3	247	130	48,840	38,080
November.....	110	74	18	4	10	2	218	97	53,925	23,645
December.....	20	34	3	3	5	2	67	41	19,710	1,270
Total.....	1111	912	228	114	140	32	2537	1310	802,080	271,490

Upper Mississippi..... 266,670 tons by rafts.
 Missouri..... 4,820 " "
 Total..... 271,490 " "

DEPARTURES.

1882.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Ouachita.	Total Steamers.	Tons of Freight Shipped.
January.....	12	52	2	.....	10	1	2	79	35,055
February.....	25	71	11	3	9	.....	1	120	63,120
March.....	71	92	38	8	21	2	.....	232	88,590
April.....	113	78	27	12	18	3	1	252	93,985
May.....	127	78	27	13	20	2	1	268	80,450
June.....	106	74	18	7	19	4	.....	228	55,740
July.....	110	89	22	31	16	3	.....	271	66,900
August.....	137	79	20	25	13	1	.....	275	86,145
September.....	136	85	14	8	10	1	.....	254	66,080
October.....	122	72	19	2	7	3	1	226	55,080
November.....	96	79	14	12	13	2	3	209	52,045
December.....	22	44	2	1	4	.....	.....	73	26,635
Total.....	1077	893	214	112	160	22	9	2487	769,905

CHAPTER XXIX.

RAILROADS.

THE most cursory glance at the map of the United States will satisfy any one that St. Louis is the point at which the greater part of the vast internal commerce of the country passes, whether going from the Atlantic to the Pacific, or from the frozen regions to the torrid zone. From the founding of the city, the great river system of the Mississippi valley, as we have seen, has been tributary to her wealth and prosperity; and when the era of railroads came with its rapidity of movement, to satisfy that restless spirit which characterizes the American, she was among the first of the cities to recognize the impending change in commercial transportation, and to take the necessary steps to guard her interests and promote her prosperity.

The first movement in this direction was the action of a large number of the enterprising citizens of St. Louis, calling upon the several counties of the State to send delegates to an "Internal Improvement Convention" which was to assemble in that city on the 20th of April, 1835. At the time appointed the convention met at the court-house and organized by the selection of Dr. Samuel Merry as chairman, and G. K. McGunnele as secretary. The roll of the convention being called, the following delegates were found to be present:

St. Louis County.—Edward Tracy, Maj. J. B. Brant, Col. John O'Fallon, Dr. Samuel Merry, Archibald Gamble, M. L. Clark, Col. Joseph C. Laveille, Thornton Grimsley, H. S. Geyer, Col. Henry Walton, Lewellyn Brown, Henry Von Phul, George K. McGunnele, Col. B. W. Ayres, Pierre Chouteau, Jr., and Hamilton R. Gamble.

Lincoln County.—Col. David Bailey, Hans Smith, Emanuel Block, Benjamin W. Dudley, and Dr. Bailey.

Washington County.—Dr. J. H. Relfe, Philip Cole, John S. Brickey, Jesse H. McIlvaine, Myers H. Jones, James Evans, and W. C. Reed.

Cooper County.—Benjamin E. Ferry, N. W. Mack, and William H. Trigg.

Warren County.—Carty Wells, Nathaniel Pendleton, and Irvine S. Pitman.

St. Charles County.—Edward Bates, Moses Bigelow, William M. Campbell, and W. L. Overall.

Calloway County.—William H. McCullough, William H. Russell, D. R. Mullen, Dr. N. Kouns, C. Oxley, Jacob G. Lebo, R. B. Overton, and — Moxley.

Montgomery County.—Dr. M. M. Maughas, S. C. Ruby, and Nathaniel Dryden.

Boone County.—Dr. James W. Moss, John B. Gordon, J. W. Keiser, D. M. Hickman, J. S. Rollins, William Hunter, R. W. Morris, and Granville Branham.

Howard County.—Dr. John Bull, Maj. Alphonso Wetmore, Weston F. Birch, Joseph Davis, Gen. J. B. Clark, T. Y. Stearns, and John Wilson.

Jefferson County.—James S. McCutchen.

After some debate the convention recommended the construction of two railroads, one from St. Louis to Fayette, and the other from St. Louis to the iron and lead-mines in the southern part of the State. After the adjournment of the convention the members attended a banquet given in their honor by the merchants of St. Louis at the National Hotel, then situated at the corner of Third and Market Streets. The mayor, John F. Darby, presided, assisted by Charles Keemle, secretary, and the following vice-presidents: Gen. John Ruland, Hon. H. O'Neil, Thomas Cohen, Maj. William Milburn, Beverly Allen, Col. J. W. Johnson, and William G. Pettus.

To defray the expenses attending the survey of the routes of the two railroads recommended by the Internal Improvement Convention, the judges of the St. Louis County court, in May, 1836, appropriated two thousand dollars.

On the 18th of June, 1836, another internal improvement meeting was held in St. Louis, to devise means for the furtherance of the Boston Railroad design, which contemplated a direct communication between Boston and St. Louis, and connections with the improvements leading to the other cities of the Atlantic seaboard. On motion of T. Grimsley, John F. Darby was called to the chair, and on motion of A. B. Chambers, William Milburn was appointed secretary.

The chairman stated what he understood to be the object of the meeting, and urged its importance to the city of St. Louis, the whole State of Missouri, and the entire valley of the Mississippi.

A. B. Chambers gave his views more at length, and concluded by stating that Mr. Walker, of Boston, who was one of the projectors of the scheme and its warm advocate, was present, and that many were desirous of hearing him on the subject, but, to bring the matter directly before the meeting, he would first ask the reading of a preamble and resolutions which had been prepared for the occasion. They were accordingly read as follows:

"WHEREAS, The citizens of St. Louis have seen with pleasure the proposition in Boston and other portions of the East for the connection of Boston with the Western country by means of an uninterrupted line of railroads;

"AND WHEREAS, The measure is one of advantage to the East and the West, and to no portion of the West more than to St. Louis, which will, if it is ever completed, be the termination of the line;

"AND WHEREAS, the accomplishment of the undertaking appears to be probable and within the means of the States interested, and requiring but a small addition of road to what is already built or in the progress of erection;

"Resolved, That we cordially approve of the proposition to connect Boston with the Western country by means of a rail-

road as a work of easy accomplishment, and which deserves the support of all the States through which it may pass.

"2. Resolved, That the citizens of St. Louis will lend their assistance and hearty co-operation, so far as their ability extends, in furtherance of the proposition.

"3. Resolved, That a committee of _____ be appointed, who shall constitute a committee of correspondence, and shall generally have authority to do whatever may be in their power to aid in carrying out the contemplated work."

The preamble and resolutions having been read, there was a unanimous call for Mr. Walker, who delivered a very interesting discourse, in which he demonstrated the practicability of the plan and its great importance to both the East and the West.

The resolutions were then read separately and unanimously adopted, the blank in the third resolution ordered to be filled with the number "five," and the chair authorized to appoint the committee.

The chair accordingly appointed William Carr Lane, mayor of the city, Thornton Grimsley, Andrew J. Davis, William Milburn, and Gustavus A. Bird, and by resolution of the meeting the chairman, John F. Darby, was added to the committee.

The same meeting further resolved that a committee should be appointed "to draft a memorial to the Legislature asking the aid of the State government to the amount of five hundred thousand dollars for the construction of a railroad to the mining region; also to draft a memorial to the mayor and aldermen of this city asking their aid in the same amount for the same object; also to draft a memorial to Congress asking a donation of every section and fractional section thereof of public lands over which the road should pass; also to draft a memorial to the Legislature asking for a geological survey of the State."

Under this resolution the following committee was appointed: B. W. Ayres, A. Wetmore, G. Morton, Dr. King, J. C. Abbot, A. J. Davis, Charles Collins, John Kingsland, John Simonds, William Smith, and James Russell.

At the same meeting it was resolved that a committee be appointed "to collect facts relating to the general subject of internal improvement, and to the particular object embraced in the first-mentioned resolutions." To this committee were appointed J. C. Dinnies, Dr. Englemann, Dr. Merry, Maj. Anderson, Edward Traey, René Paul, and D. D. Page.

In January following two charters were granted by the State, one incorporating the St. Louis and Bellevue Mineral Railroad Company, and the other the Louisiana and Columbia Railroad Company. The charters were similar in their enactments, and were very liberal in their terms. The legislators of that

day were in doubt whether railroads should be worked by horse- or steam-power, and whether the vehicles and motive-power should be owned by the company or by other parties. They also had very vague conceptions of the profits likely to accrue to the stockholders. The ruling idea, however, seems to have been the construction of improved highways, free to all, and subject only to such restrictions as the public good and the interest of those who had invested capital in them demanded.¹

Both of these projected railroad lines were surveyed, but neither was built. The charter of the Louisiana and Columbia road was incorporated ten years afterwards in that granted to the Hannibal and St. Jo Company, and that of the Bellevue road in the Iron Mountain Railroad charter fourteen years afterwards.²

¹ The two charters contain the following provisions:

"SEC. 13. It shall be lawful for said corporation to place on or prescribe the kind of carriages that may be used on said road, and by whom used, and whether propelled by steam or other power, for the transportation of passengers, goods, wares, and merchandise of all kinds, and also all kinds of produce. For this purpose the company may construct such turnouts and other things or devices as may be considered necessary or to the interest of the company. All cars, carriages, or other vehicles on said road shall be subject to the direction of the company, and no person shall put any carriage or other vehicle on said road without the permission of said company.

"SEC. 14. The company may charge and receive such tolls and freights for the transportation of persons, commodities, or carriages as shall be to the interest of the same. Such tolls shall be established by the directors, and may from time to time be altered. They may charge tolls and freights on any part of the road that may be in a state for traveling on, whether the rails be laid or not.

"SEC. 15. Semi-annual dividends of so much profits as the directors may deem expedient shall be made to the stockholders, but no dividends shall be made to a greater amount than the net profits after deducting all expenses, and no dividend shall be more than twenty per cent. per annum on the capital stock paid in."

² "At the railroad convention," said the *Republican* of July 28, 1836, "the following-named gentlemen constituted the committee to raise by subscription the necessary means to pay the expenses of a complete reconnoissance and survey of the routes of the two proposed roads, to secure the services of skillful and competent engineers, etc., and cause the work to be done with as little delay as possible: Messrs. George Collier, J. B. Brant, John Smith, John W. Reel, J. H. Gay, of St. Louis; D. M. Hickman, of Boone; Uriah Sebree, of Howard; Jacob C. Lebo, of Calloway, Andrew Monroe, of Montgomery; David Bailey, of Lincoln; Myers F. Jones and John C. Bricky, of Washington; Samuel Massey, of Crawford; Thomas M. Dougherty and Jacob R. Stine, of St. Louis County."

On the 17th of December the same paper added,—

"All of us remember that we made such ado at the time the railroad convention was held in this town, but that spirit died with the disappearance of the members of that body. Several committees were appointed to perform certain specified duties; all of them were competent, and had abundant time and a deep interest at stake, and yet not one of them has attended as he

Thus ended the first effort at railroad construction in Missouri.³

Notwithstanding their temporary want of success, however, the citizens of St. Louis continued to manifest a lively interest in railroad development, and looked forward with confidence to the day when their cherished desires should be consummated.⁴

In June, 1839, another town-meeting was held at the court-house for the purpose of devising means to connect St. Louis with Boston by railroad. Nothing resulted from a discussion of the subject, as the people still relied too confidently upon the splendid geographical position of St. Louis to, sooner or later, attract the needed capital and enterprise for the construction of railroads. At this period (1839) a railroad had been completed to Buffalo, and the route from the West to the East by way of the lakes had begun to attract attention.⁵

ought to have done, punctually and assiduously, to the duties of his appointment. These gentlemen are the largest property-holders in the city, are all of them wealthy, and it was right to expect that they would feel some little interest in the important matters intrusted to them."

³ In August, 1830, a miniature railroad was exhibited at the old Baptist Church situated at Third and Market Streets. It consisted of a small circular track, fastened to a stage, on which moved a miniature locomotive attached to a car just large enough to hold one person. The speed attained was at the rate of seven miles an hour. A small admission fee was charged, and persons were required to pay "an extra picayune" for the privilege of riding round the track. In its notice of the exhibition at the time (Aug. 24, 1830) a local journal said, "The public will be much gratified by a visit to the miniature railroad exhibited at the old Baptist Church. This combination of art and science, although in miniature, is complete in all its parts, and exhibits in one view all the apparatus necessary for railway traveling. With a few ounces of coal, and a small measure of water, it winds its way round on a circular track of one hundred feet at the rate of seven miles per hour, carrying a person of the largest size in the car."

⁴ In 1832 the bill incorporating the Cincinnati and St. Louis Railway Company passed the Legislature of Ohio.

The *Republican* of Aug. 13, 1836, published the report of the engineers appointed to survey the route of a railroad from Marion City to the interior of the country. "It will be seen," added that paper, "that the rails on a part of this road have already been laid, and many miles more are under contract."

⁵ "A gentleman and his family left here a few days since in a boat for Peoria. There he took another boat to Peru, and from Peru was carried overland by stages to Chicago, making the whole trip in three days. At Chicago he took a boat the same evening for Buffalo. Judging from the speed of the lake boats, he would reach Buffalo in about four or five days from the time he left this place, and if he traveled from Buffalo to New York at the rate stated by a traveler in a late number of the *Journal of Commerce*, he would reach the latter place in less than three days more, making the whole distance from St. Louis to New York in about eight or nine days. The ordinary trip from New York to St. Louis, by the Ohio River, requires between ten and twelve days."—*Republican*, July 11, 1839.

A board of improvements was created by the State in 1840, but nothing was done further than to make a survey for a railroad from St. Louis to the Iron Mountain by the way of Big River, and some surveys of the Osage River with a view of improving its navigation.

Missouri Pacific Railway.—As already indicated, the commercial sagacity of the people of St. Louis recognized the fact that the capital of the eastern section of the country would ultimately come to their city in order to construct the railroads which her expanding trade demanded; that the self-interest of the East would seek the mart where were collected the vast productions of the West; and that being the most distant city from the East, she was the nearest to the West, the greatest producing as well as the greatest consuming section of the country.

These considerations induced her merchants to pivot, as it were, their great Pacific Railroad on the Mississippi River, with that already great feeder and carrier as the base and eastern terminus, and to “go west” for greater conquests and grander results.¹

The successful termination of the Mexican war had added large areas to the territory of the Union and expanded its boundaries to the Pacific, and it was soon seen that the discovery of gold in California (in 1848) would in a few years open up that country to a trade more valuable even than the gold of her mines, and people the Pacific slope with an energetic and enterprising race.²

¹ “Passing by Smith’s foundry yesterday, corner of Pine Street and Post-Office Alley, we there observed certain components of a species of machinery which will be a new sight to many hereabouts, as it was to us. This was the wheels and axles for a train of railroad freight cars, intended for the conveyance of coal from the mine to some point on the Cumberland River which we could not ascertain. The proprietor has taken a contract for furnishing the running apparatus for thirty-six cars, together with the castings of a crane of stupendous power for swinging the entire car, with its load, from the track to the boat.”—*Republican*, Aug. 7, 1847.

² “Seven young gentlemen, citizens of this city,” said a St. Louis newspaper of Jan. 21, 1849, “left last evening on the steamer ‘Rowena’ for the gold regions, *via* New Orleans, Chagres, and Panama, their final destination being San Francisco. The party consists of Messrs. D. S. Ford, C. H. Francher, William Barlow, T. B. Walker, A. H. Gould, — Holbrook, and John S. Robb.

“In addition to this company, another consisting of Capt. William Craine, J. M. Julies, James Anthony, — Murray, and — Piper leaves this morning on the steamer ‘St. Joseph,’ destined for the same point. These parties, the first regularly organized in this city, go, as we learn, fully prepared to encounter all the hardships and dangers of so long a journey, and, what is better, carry with them means sufficient to enter into any suitable or profitable business after their arrival, should they not find that of gold-digging as lucrative as they expect.”

From time to time, previous to the year 1849, various propositions were suggested by Whitney, Maury, Degrand, and others for the construction of a railroad from St. Louis to some point on the Pacific coast, and in December, 1848, the *Western Journal* commenced the publication of a series of articles on Eastern commerce, by J. Loughborough, which were designed to direct attention to the importance of a railroad from the Mississippi valley to the Pacific; the route favored being that by the mouth of the Kansas and the South Pass. In January of 1849 the editor of the *Western Journal* advocated the same project.

About this time, in February of 1849, Col. Benton brought before the United States Senate his project for a Pacific railroad, advocating it in a powerful speech, that seemed to have the effect of giving life to the movement, which the public mind had already been prepared for.³

On the 20th of February following a large meeting of the citizens of St. Louis was held, upon a call of the mayor, to take action upon the subject. Judge Krum, then mayor of the city, presided, and a committee, of which Thomas Allen was chairman, reported a series of resolutions, strongly in favor of the construction of a “national central highway” to the Pacific. These resolutions were unanimously adopted by the meeting. The Legislature was then in session, and a successful attempt was made to procure a charter for the Pacific Railroad, commencing at St. Louis, and running to the western line of Van Buren (afterwards Cass) County. It was approved on

In its issue of March 8th the same paper added: “Our city is rapidly filling up with persons from all quarters of the Union, wending their way to the gold regions. A gentleman who has means of arriving at something like reliable information informs us that there are now in the city several hundred persons from a distance, preparing to start as soon as the weather and season will permit for California. The fine steamer ‘Germantown’ arrived last evening from the Ohio with a freight and a crowd of passengers, of whom we noticed twenty-two persons and several wagons destined for California. Fourteen of the persons styled themselves as the Buffalo Mining Company, and hail from Buffalo, N. Y. They are completely fitted out with all the utensils, implements, etc., for a long journey and a life in the mountains. The others are from different parts of the Keystone State.”

³ Senator Benton, on the 7th of February, 1849, introduced a bill into the United States Senate to provide for the location and construction of a central national road from the Pacific Ocean to the Mississippi River, to be an iron railway where practicable, and a wagon-road where a railway was not practicable, and proposed to set apart seventy-five per cent. of the proceeds of the sales of the public lands in Oregon and California, and fifty per cent. of the proceeds of all other sales of the public lands, to defray the costs of its location and construction, but nothing practicable ever came of that bill.

the 12th of March, 1849. The line of the proposed road is thus defined in the seventh section of the charter:

"Said company shall have power to survey, make, locate, and construct a railroad from the city of St. Louis to the city of Jefferson, and thence to some point on the western line of Van Buren (now Cass) County, in this State, with a view that the same may be continued hereafter westwardly to the Pacific Ocean." The act vested its powers in twenty-one corporators, of whom nine formed a quorum and might proceed to act.

The corporators were John O'Fallon, Lewis V. Bogy, James H. Lucas, Edward Walsh, George Collier, Thomas B. Hudson, Daniel D. Page, Henry M. Shreve, James E. Yeatman, John B. Sarpy, Wayman Crow, Joshua B. Brant, Thomas Allen, Robert Campbell, Pierre Chouteau, Jr., Henry Shaw, Bernard Pratte, Ernst Angelrodt, Adolphus Meier, Louis A. Benoist, and Adam L. Mills.

The capital stock of the company as fixed by the charter was ten million dollars.

On the 24th of May, 1849, the City Council of St. Louis passed the following preamble and resolutions:

"WHEREAS, Recent events have directed public attention to the necessity and importance of early railroad and telegraph connection with California and Oregon, and the general desire seems to be to make St. Louis the starting-point for those great national works; and

"WHEREAS, This community is especially interested in the accomplishment of so vast and beneficent an enterprise, and is properly expected to lead in the essential preliminary action for concentrating and enlightening public opinion in reference thereto; and

"WHEREAS, It is peculiarly desirable that measures should be promptly adopted in furtherance of the most feasible plan for making such a connection between St. Louis and the Bay of San Francisco or the Pacific coast; therefore,

"Be it resolved by the Board of Aldermen, the Board of Delegates concurring, That the mayor be requested to call a mass-meeting of the citizens of St. Louis and surrounding country, to be held on the first Monday in June next, at four o'clock P.M., in order to appoint the necessary committees, and to make suitable arrangements for a convention of delegates from all the towns, cities, counties, and States which will join in such a movement, said convention to be held in the city of St. Louis on the third Monday of October next.

"And be it further resolved, That the hospitalities of this city be tendered to all of the delegates to said convention, and that it be recommended to the mass-meeting on the first Monday of June next to take all suitable action to procure attendance at the October convention from as many States as possible, together with such information to be laid before said convention as may show the value and importance of the route indicated, and the respective merits of the various plans which have been submitted to public consideration in reference to this subject."

In accordance with the request contained in the resolutions, the mayor caused to be published in the

several newspapers of the city the following notice, dated May 28, 1849, viz.:

"WHEREAS, The Honorable City Council have passed resolutions authorizing and requesting the mayor to call a meeting of the citizens of the city of St. Louis and the surrounding country, to be held on the first Monday in June next, in order to appoint the necessary committees and to make suitable arrangements for a convention of delegates from all the towns, cities, counties, and States which will join in such a movement, for the purpose of taking into consideration the best and speediest plan of railroad and telegraphic connection with California and Oregon and the Pacific coast, said convention to be held in the city of St. Louis on the third Monday of October next: Now, therefore, in compliance with said resolutions, I do hereby respectfully request the inhabitants of the city of St. Louis and the surrounding country to meet at the rotunda of the court-house on Monday, the 1st day of June next, at four o'clock, to take into consideration the above-mentioned subject, and such other matters in relation thereto as may come before the meeting.

JAMES G. BARRY, Mayor."

A meeting of persons interested was held at the court-house, in accordance with the above notice, at which the Hon. J. G. Barry, mayor, was called to the chair, and Col. John O'Fallon, David Chambers, and A. R. McNair appointed vice-presidents, Capt. Richard Phillips and A. B. Chambers secretaries.

The chairman explained the object of the meeting, and alluded to the vast importance of the subject, its extent and influence upon the political and commercial prosperity of the country, and the necessity and duty of the citizens of St. Louis to take an active part in furtherance of the enterprise.

On motion of Mr. Blennerhassett, it was ordered that a committee of ten be appointed by the chair to report a preamble and resolutions for the action of the meeting.

The chair selected the following to compose the committee: R. S. Blennerhassett, Thomas Cohen, Robert Campbell, Pierce C. Grace, George L. Lackland, Sr., Matthias Steitz, William Ennis, Mann Butler, L. V. Bogy, and William Milburn, who, by their chairman, reported the following preamble and resolutions:

"WHEREAS, The idea of establishing a thoroughfare of travel and of commerce between Europe and Asia, across the continent of America, has ever been cherished by the statesman and philanthropist since the days of Columbus; and whereas, the discovery and application of steam as a motive-power, the rapid extension of the means of electric communication, the recent events in our history which have extended our domain to the Pacific Ocean, the extraordinary discoveries of gold in California, and the peaceable and prosperous condition of our beloved country, all conspire to place the consummation of this long-cherished project in the power of the American people; and whereas, the great number of projects for a railway across the continent which have been presented to Congress and canvassed before the country, as also the debate with regard to the praeversity of opinion in respect to the location and manner of practicability of a telegraphic line, are calculated to produce a di-

viding the necessary means of construction in the case of both projects, and consequently to embarrass the action of the national legislature upon such subjects; and considering it of vital importance in the adoption of measures purely national in all their bearings, and calculated to affect the condition of the whole race of man, whether civilized or savage, that the heart of the nation should be united in the great work, and believing that this favorable condition of the public mind can best be promoted through the agency of a convention that shall be purely national in all respects, be it, therefore,

Resolved, That this meeting cordially approve of the recommendation made by the city authorities of holding a great national convention in St. Louis, on the third Monday of October next, for the purpose of taking into consideration the expediency and practicability of establishing a line of electric telegraph, and of constructing a railway from St. Louis to the Bay of San Francisco.

Resolved, That the project of a great line of railway across the American continent is in all its aspects a national project, that as such it is due to every State and section of the Union that their opinions and views shall be heard, and their interest fairly considered, and that we deprecate any attempt to excite sectional jealousy, party rivalry, or personal feelings in reference to this important subject.

Resolved, That the chairman of this meeting appoint a committee of twenty-five, whose duty it shall be to prepare an address to the people of the United States, urging them to take into their serious consideration these interesting subjects; to open and conduct a correspondence with every portion of the Union, in such manner as to further the objects of this meeting; to collect, prepare, and publish all the facts calculated to recommend these subjects to public consideration, and to suggest when and how they ought to be accomplished; and, finally, to prepare and classify, and have printed for the use of the members of the October convention, every fact within their power calculated to shed light upon these subjects, together with a map and profile sections, made up from the best authorities.

Resolved, That we feel deeply gratified in witnessing that many portions of the Union are awakening to the importance of this great subject, and feel satisfied that our fellow-citizens generally will cordially co-operate in bringing into successful operation the great national measures which are contemplated by the convention of October next.

Resolved, That the mayor and Council of the city of St. Louis and the county court be hereby requested to appropriate out of their treasury such sum or sums as in their judgment, upon consultation with said committee, shall be requisite to carry into effect the foregoing resolutions.

Resolved, That the whole people of the United States be and they are hereby invited to send delegates to the contemplated convention, and that the hospitalities of this city are hereby cordially proffered to all such as may honor us by their attendance."

The preamble and resolutions were unanimously adopted.

On the 11th of June the chairman announced the following as the committee of twenty-five under the resolution:

Messrs. L. M. Kennett, Thomas Allen, Thomas B. Hudson, M. Tarver, Henry Kayser, A. B. Chambers, R. Phillips, John O'Fallon, Edward Walsh, John F. Darby, J. M. Field, L. V. Bogy, G. K. Budd, N. R.

Cormany, John Loughborough, Charles G. Ramsey, Joseph C. Meyer, John Withnell, George L. Lackland, J. B. Brant, Thomas D. Yeats, Samuel Gaty, O. D. Filley, A. Olshausen, and V. Staley.

At a meeting of the committee held on June 14th the following sub-committees were appointed:

Committee on address to the people of the United States, Thomas Allen, Thomas B. Hudson, M. Tarver, Henry Kayser, V. Staley; committee on invitation and correspondence, A. B. Chambers, R. Phillips, John O'Fallon, Edward Walsh, John F. Darby; committee on publication, M. Tarver, J. M. Field, L. V. Bogy, George K. Budd, N. R. Cormany; committee on statistics of convention, John Loughborough, Charles G. Ramsey, J. C. Meyer, John Withnell, George L. Lackland; committee on finance, J. B. Brant, Thomas D. Yates, Samuel Gaty, O. D. Filley, A. Olshausen.

The prevalence of the cholera as an epidemic for a time interrupted the action of the committee, but at an adjourned meeting of the citizens, held in September, 1849, it was reported by the chairman of the committee that two thousand copies of the address from the pen of Thomas Allen had been printed and freely circulated, and all proper steps taken for calling together a convention to be held on the 15th of October, 1849.

The address was an able presentation of the arguments in favor of the enterprise, and one of the striking theories advanced was that which advocated the national character of the work.

"But, on the other hand," wrote Mr. Allen, "if we fail to make this road, and California and Oregon remain without any practicable or convenient connection with the old States of the Union, who can doubt that a new republic will grow up on the shores of the Pacific which would perhaps become independent of the Union, and obtain a supremacy of their own upon an ocean favorable to steam navigation, and the very home of the trade with Asia? The whale fishery, the present American trade with China, the Pacific Islands, and the northwest coast, would be shared, if not monopolized, by the new republic. The central authority would find their power over a people so remote to be feeble and insufficient. With great mineral wealth in their possession, with a trade before them which has been the cynosure of commercial nations during the whole Christian era, and the experience and energy of the race whence they derive their origin, who can doubt their future power and progress in complete independence of all other nations?"

"The true policy of our government and country, therefore, in reference to this subject is apparent. The great importance and absolute necessity of this communication across the continent, by railway and telegraph, must be appreciated. We confidently trust that it will be carried out, by national means and authority, as one of the most powerful auxiliaries to the integrity and perpetuity of the Union, and to the mission of our country in promoting and extending the influence of the noble cause of civil and religious liberty, civilization and humanity.

"What we want is a central highway that shall be most useful and most acceptable to all parts of our country. Nor

can we anticipate any dispute as to power, inasmuch as the route will lie entirely through the territory of the United States, concerning which Congress have power to make all needful rules and regulations; and if it be expedient or necessary to enter the limits of a State, the right of way is already granted. To the eastern frontier of that territory, we have assurance that the electric telegraph will be constructed during the present year, and to the same frontier, railroad lines are already projected, or in operation, within the limits of the States."

The address concluded as follows:

"We therefore respectfully invite delegates from every State and Territory of the nation. Laying aside for the moment party and private engagements, we bespeak from all parties a day in union for the general good. We ask every district to send its representatives, that we may have them from the mountains and from the plains, from the cities and from the country, from the hills of New England and from the savannas of Georgia; that they will come to us from the north and the south, from the east, and even from the west, pouring in upon us by all the numerous avenues of conveyance which converge at this point, so that the hospitality of St. Louis shall rejoice in the fullest exercise and enjoyment of its means, and that a quickening voice may go forth from the assembled mass that shall give to the great measure of American progress assurance of its triumph."

At the adjourned meeting of the citizens, held on the first Monday in September, 1849, Mayor Barry called the meeting to order, and requested the same officers selected at the mass-meeting to serve with him, viz.: vice-presidents, Col. John O'Fallon, David Chambers, and A. R. McNair; Richard Phillips and A. B. Chambers, secretaries.

The mayor then explained the objects for which the adjourned meeting was held.

On the suggestion of Judge Krum, A. A. King, Governor of the State, being present, was invited and took a seat with the chairman and vice-presidents.

The proceedings of the mass-meeting held on the 4th of June were then read.

L. M. Kennett, from the committee of twenty-five, reported an abstract of the meetings and proceedings of the committee, and the following resolutions, which were accepted:

"Resolved, That a committee of arrangements consisting of twenty be selected by the chairman of this meeting, to provide a suitable place for holding the convention of the 15th of October, and to take all necessary measures for its comfort and accommodation whilst in session.

"Resolved, That the chairman appoint a committee of reception, also to consist of twenty, to procure the names of delegates as they arrive, and see that they are suitably provided for.

"Resolved, That a finance committee, consisting of three members from each ward of the city, be appointed to collect subscriptions to defray the expenses of the convention, as the appropriations made by the City Council and county court are insufficient for that purpose.

"Resolved, That fifty delegates to attend the convention, twenty from the county and thirty from the city (five from each ward), be now selected, the names to be proposed by the chairman and passed upon by the meeting."

The resolutions were adopted unanimously.

On motion of Judge Bowlin it was resolved that the committee of twenty-five appointed by the mass-meeting on the 4th of June be added to the delegation from the city and county, and requested to take seats as delegates from the city and county.

The chairman then announced the following names of the committees and delegates, which were adopted:

Committee of Arrangements.—Thornton Grimsley, Charles Keemle, J. B. Sarpy, A. S. Smyth, James Magehan, J. H. Alexander, Wait Barton, John M. Wimer, John Leach, C. Pullis, C. L. Hunt, P. A. Berthold, Louis Beach, George K. McGunnege, Samuel Hawken, Patrick Gorman, John McNeil, Edward Brooks, Hiram Shaw, Oliver D. Filley.

Committee of Reception.—James E. Yeatman, J. B. Crockett, D. D. Page, C. M. Valleau, George Maguire, Matthias Steitz, R. M. Reuick, T. T. Gantt, Luther C. Clark, Thomas O'Flaherty, William G. Clark, James M. Hughes, William Bennett, R. C. McAllister, J. A. Brownlee, L. A. Labcaume, Mann Butler, Sr., Bryan Mullanphy, J. A. Durkan.

Committee of Finance.—First Ward, John Dunn, John C. Dagenhart, Ezra O. English; Second Ward, Michael S. Cerré, J. P. Thomas, Patrick Walsh; Third Ward, William H. Pockocke, Michael Kelley, H. D. Bacon; Fourth Ward, H. L. Patterson, J. B. Carson, Theron Barnum; Fifth Ward, J. T. Swearingen, George Plant, Isaac T. Green; Sixth Ward, Isaac L. Sturgeon, Nathaniel Childs, Jr., Reuben B. Austin.

Delegates.—First Ward, R. S. Blennerhassett, David B. Hill, Edward Haren, William R. Price, D. D. Mitchell; Second Ward, George R. Taylor, Archibald Gamble, Wilson Primm, John G. Shelton, Mann Butler, Jr.; Third Ward, Edward Bates, Henry S. Geyer, A. L. Mills, Bernard Pratte, Samuel Treat; Fourth Ward, James H. Lucas, William Robb, John M. Krum, G. B. Allen, John Howe; Fifth Ward, Alexander Hamilton, Truven Polk, John B. Gibson, Robert Cathcart, Archibald Carr; Sixth Ward, Henry Holmes, T. M. Post, J. T. Swearingen, Isaac H. Sturgeon, Calvin Case; County, John K. Walker, James H. Castello, George M. Moore, Frederick Hyatt, William F. Berry, Henry Walton, James Sutton, James McDonald, Hamilton R. Gamble, Alton Long, Judge Higgins, Henry McCullough, John B. Bogert, Peregrine Tippet, Zeno Mackey, John Sapington, Peter D. Barada, William Milburn, H. M. Shreve, G. W. Gooder.

At the call of the meeting, Governor King briefly responded, expressing his entire approbation of the objects and purposes of the meeting. He regarded them

as feasible, practicable, and within the powers and energies of the nation. The object was one not partial to the State or nation, but interested the civilized world. All the energies and assistance which he could bring to the furtherance of the proposed work he cheerfully promised to give.

At subsequent periods several meetings of the citizens were held, and suitable arrangements made for holding the convention, and for the accommodation of the delegates attending from a distance.

The convention, which consisted of delegates from the several States, assembled in St. Louis on Monday, the 15th of October, 1849.

At twelve o'clock the delegates assembled in the rotunda of the court-house, and on motion of Col. Thornton Grimsley, of St. Louis, Hon. A. T. Ellis, of Indiana, was called to the chair as president of the convention *pro tempore*.

Mr. Ellis thanked the convention for the honor conferred upon him. Before proceeding to business, he requested that the Rev. Bishop Hawks offer a prayer.

Bishop Hawks thereupon rose, and made a brief and eloquent address, in which he adverted to the rapid growth, prosperity, and influence of the nation among the people of the earth, and the grand project contemplated by the assembling of the convention, and prayed that in their consultations harmony of action and unity of purpose might prevail, and that their proceedings might redound in much good to the country, and to the glory of the Most High.

Upon a call of the several States it appeared that delegates were present from the States of Missouri,¹ Pennsylvania, New York, Ohio, Indiana, Kentucky, Illinois, Iowa, Wisconsin, Michigan, Louisiana, and Tennessee.

On Tuesday the committee appointed to select officers for the permanent organization of the convention, and to recommend rules for the government of its deliberations, reported that they had agreed to recommend for president, Hon. Stephen A. Douglas, of

Illinois; for vice-presidents, W. L. Totten, of Pennsylvania; Samuel Forrer, of Ohio; Samuel Emison, of Indiana; Henry J. Eastin, of Kentucky; Hon. Joseph Williams, of Iowa; Charles Bracken, of Wisconsin; Henry S. Geyer, of Missouri; John Biddle, of Michigan; Amherst K. Williams, of New York; Hon. W. B. Scates, of Illinois; for secretaries, A. B. Chambers, of Missouri; W. H. Wallace, of Iowa; A. S. Mitchell, of Kentucky; W. G. Minor, of Missouri; T. A. Stuart, of Illinois.

The report of the committee was approved, and the president, Hon. Stephen A. Douglas, was conducted to the chair.

A committee of three from each State represented was appointed by the chair to report resolutions for the consideration of the convention, as follows:

Iowa.—V. P. Van Antwerp, G. H. Walworth, William Thompson.

Tennessee.—Le Roy Pope, Jr., E. J. Carroll, George W. Smith.

Kentucky.—H. J. Eastin, A. S. Mitchell, James Harper.

Pennsylvania.—George Darsie, Charles Naylor, J. H. Reed.

Wisconsin.—Charles Bracken, J. R. Murray, Edward Vaughers.

Illinois.—Richard Bond, William B. Warren, Thomas Hayne.

Indiana.—Albert S. White, R. W. Thompson, A. T. Ellis.

Michigan.—John Biddle.

Louisiana.—Charles C. Lathrop.

New York.—Amherst R. Williams.

Missouri.—A. A. King, J. Loughborough, T. B. English.

Ohio.—D. W. Deshler, J. H. Sullivan, Henry Stoddard.

On Wednesday the chair announced the following gentlemen as having been appointed, in accordance with the action of the convention, to constitute the committee to memorialize Congress: W. F. Bowden, of Wisconsin; A. K. Williams, of New York; Charles Naylor, of Pennsylvania; J. F. Maury, of Virginia; John G. Low, of Ohio; G. W. Lincoln, of Tennessee; O. H. Smith, of Indiana; W. S. Wait, of Illinois; John Biddle, of Michigan; James Clark, of Iowa; Thomas Allen, of Missouri; Basil Duke, of Kentucky; C. C. Lathrop, of Louisiana; Robert Chambers, of New Jersey.

Henry Stoddard, of Ohio, from the committee appointed to draft resolutions for the consideration of the convention, submitted the following, which were read:

¹ *St. Louis Delegation*.—Same as above stated, with the addition of the following:

Dr. Prout, Hugh Garland, William M. McPherson, Miron Leslie, John Barnes, L. A. Labeaume, R. S. Elliott, Dr. Penn, F. M. Haight, M. Blair, L. M. Kennett, Thomas Allen, Thomas B. Hudson, M. Tarver, Henry Kayser, A. B. Chambers, R. Phillips, John O'Fallon, Edward Walsh, John F. Darby, J. M. Field, G. K. Budd, N. R. Cormany, John Loughborough, Charles G. Ramsey, John B. Meyer, John Withnell, George L. Lackland, T. T. Gantt, Thomas D. Yeats, Samuel Gaty, O. D. Filley, A. Olshausen, V. Staley, James G. Barry.

Ste. Genevieve.—Lewis V. Bogy, August St. Gemme, Felix St. Gemme, F. Vallé, Gustave St. James.

"1. *Resolved*, That this convention is, in its spirit and object, strictly national, having no party, no sectional, no local interests to serve or promote, but having at heart the interests of the whole country.

"2. *Resolved*, That it is the duty of the Congress of the United States to make immediate provision for the construction of a great trunk railroad to the Pacific Ocean, in California, with a branch road to Oregon, from such point in the Mississippi valley or on the frontier of the States as may be found from examination and surveys to be most eligible and convenient, with reference to the existing and prospective state of the country and the population and convenience of the whole Union, and that it should be diligently prosecuted by the Federal government.

"3. *Resolved*, That the various lines of railway now either complete or under process of construction from Savannah, Charleston, Richmond, Baltimore, Philadelphia, New York, and Boston, tending to and connecting with the Mississippi valley, are only parts of the great whole which the general government is asked to consummate by the Mississippi and Pacific Railway, and that these Eastern connections now being prepared for it, by uniting all interests, guarantee the perfect nationality of this work.

"4. *Resolved*, That, as an important means necessary and preliminary to the construction of such railroad, it is the first duty of the American Congress, immediately upon its assembling together, to make provision for the establishment of military posts from the western confines of our Western States to the Pacific Ocean, and these posts should be established numerously in all proper places, not far distant from each other, and that civilized and productive settlements should be encouraged around them by liberal sales or grants of the public lands, by extending ample protection to the settlers and to the transport of their stores and merchandise, etc., so that by these means full opportunities may be afforded to our topographical engineers for the immediate reconnoissance and survey of our vast possessions reaching to the Pacific, and one or more practical roads, with facilities of travel, be immediately formed for our citizens across our own Territories from the Atlantic to the Pacific shores.

"5. *Resolved*, That the Congress of the United States be memorialized to construct, or authorize the construction of, a national line of telegraph along the route which may be determined upon by national authority for the great railway to the Pacific.

"6. *Resolved*, That a committee of five be appointed by the president of this convention to prepare and publish an address to the people of the United States urging their co-operation in procuring such action on the part of Congress as may be necessary to carry out the views of this convention."

Hon. R. W. Thompson, of Indiana, then addressed the convention at length, and concluded by submitting the following resolutions in lieu of those reported by the committee:

"*Resolved*, That in the opinion of this convention it is the duty of the general government to provide at an early period for the construction of a central national railroad from the valley of the Mississippi to the Pacific Ocean.

"*Resolved*, That in the opinion of this convention a grand trunk railroad, with branches to St. Louis, Memphis, and Chicago, would be such a central and national one.

"*Resolved*, That a committee be appointed to communicate to the convention to be held at Memphis the foregoing resolutions, and to request the concurrence of said convention therein."

The resolutions offered by Mr. Thompson were carried by almost an unanimous vote.

Hon. Charles Naylor, of Pennsylvania, then addressed the convention.

A communication was received from the delegates from Memphis, Tenn., tendering to the convention an invitation to be present at and participate in the deliberations of the National Pacific Railroad Convention, which was to meet in Memphis, October 23d.

The invitation was signed by George W. Smith, Edward J. Carroll, L. Pope, Jr., W. T. Avery, E. Hickman, A. S. Caldwell, Samuel Vance, Miles Owen.

It was moved by Hon. J. H. Burch that the committee to communicate the resolutions of the St. Louis convention to the convention to meet on the 23d instant at Memphis be composed of fifty persons, and that Hon. R. W. Thompson, of Indiana, be chairman of that committee, which motion was adopted.

The following is a copy of the memorial prepared by the committee appointed for that purpose and forwarded to Congress:

"To the Senate and House of Representatives of the United States of America in Congress assembled:

"The memorial of the subscribers, members of a committee appointed at a meeting of numerous delegates assembled from fifteen States of the Union, held at St. Louis, in the State of Missouri, on the fifteenth, sixteenth, seventeenth, and eighteenth days of October last, respectfully represents

"That your memorialists were instructed by said assembly 'to draft a memorial to Congress, presenting the objects and desires of the convention.'

"Your memorialists, therefore, respectfully beg leave to invite the attention of your honorable bodies to the published call of said convention, to its proceedings, and to the address to the people of the United States issued under its authority, as furnishing the best evidence in the possession of your memorialists of the 'objects and desires of the convention,' all of which are hereto annexed, marked respectively A, B, and C.

"Your honorable bodies will readily perceive, by reference to these papers, that the objects and desires of the convention embrace the construction of a national railroad, electric telegraph, and a line of military posts across the central parts of the continent, from the Mississippi River to the Pacific Ocean.

"That these objects are held to be of national importance and of high necessity, and that they ought to be accomplished by the means and authority of the government of the United States at an early day.

"Your memorialists, in behalf of said convention, therefore, respectfully pray that immediate measures may be taken by your honorable bodies for the location and construction of this national railroad and telegraph; and in thus praying, your memorialists believe they are but asking your honorable bodies to promote and perpetuate social, commercial, and political intercourse with our regions in the interior and upon the Pacific Ocean, to render them readily and easily accessible to the whole people of the Union, and to the government itself, and to confirm and strengthen the Union of these States.

"And your memorialists beg leave to call the earnest attention of your honorable bodies to the actual present and probable future condition of affairs in the West. By the treaty of peace with Mexico the territorial property and domain of the

nation have been immensely extended, as well in the interior of the continent as upon the shores of the Pacific. The flag of the United States now waves among remote tribes and people who have hitherto been accustomed to feeble masters and to comparative freedom from the restraints of civilized government. These people and tribes are to feel the power of a new government; peace is to be maintained among them; the emigrants from the older States are to be protected; a largely-extended sea-coast is to be fortified against the dangers of foreign enemies, and we would respectfully submit whether a cheaper or more efficient provision for national defense and internal peace and union, in respect to the Territories and embryo States of the West, can be executed or devised than this railroad and telegraph, extending from the Mississippi River to the Pacific Ocean. And in this connection, and as a preliminary step in the process of constructing this great work, and as an important means of repressing Indian depredations, murders, and wars, your memorialists pray that your honorable bodies may, without unnecessary delay, establish the line of military posts recommended by the convention, and more particularly alluded to in this address.

"Nor is the general subject, in the opinion of your memorialists, unworthy of your serious consideration, viewed as a means of increasing the national wealth. Compare the Pacific Railroad as a medium of trade with the Mississippi and the Ohio Rivers, and the branches which will ultimately project from it, with the tributaries of those noble streams, and no true estimate can be made of its value. Experience has demonstrated that in all parts of the United States the enhanced value of land, through districts comparatively sterile or unproductive, far exceeds the cost of the railroads which have rendered them accessible to market. With the unequalled advantages to be afforded by the Pacific Railroad, would not the territory to be traversed by it immediately become nearly as valuable as the most eligible agricultural districts of the United States, whilst as it now lies it must remain comparatively useless? In this, therefore, would be a creation of value far exceeding the cost of the work at the highest estimation. And as a commercial link, bringing Europe and Asia into contact through the heart of our North American continent, and becoming the greatest common carrier of the world,—our own country, the half-way house upon the highway of nations,—your memorialists respectfully ask your honorable bodies to consider the immense consequences which will result from it beneficially to our country.

"And your memorialists, in conclusion, pray that the national bearing and importance of the subject may secure for it the favorable consideration of enlightened statesmanship and patriotism, and that it may be viewed and always held above the prejudices of party and aloof from the machinations of sectional interest.

"And your memorialists will ever pray, etc.

- "THOMAS ALLEN, of Missouri.
- "W. S. WAIT, of Illinois.
- "W. F. BOWDEN, of Wisconsin.
- "A. K. WILLIAMS, of New York.
- "CHARLES NAYLOR, of Pennsylvania.
- "M. F. MAURY, of Virginia.
- "JOHN G. LOW, of Ohio.
- "G. W. LINCOLN, of Tennessee.
- "O. H. SMITH, of Indiana.
- "JOHN BIDDLE, of Michigan.
- "JAMES CLARK, of Iowa.
- "BASIL DUKE, of Kentucky.
- "C. C. LATHROP, of Louisiana.
- "ROBERT CHAMBERS, of New Jersey.
- "J. C. ELDER, of Maryland."

Letters approving and encouraging the scheme of a national railroad to the Pacific were received and read from Levi Woodbury, Roger Huntington, Z. Pratt, Richard M. Johnson, James G. King, John H. McHenry, Lewis Cass, J. C. Calhoun, Henry Clay, Martin Van Buren, William H. Seward, Levi Hubbell, A. D. Crossmore, P. P. F. Degrand, Thomas H. Benton, Jr., Samuel Beardsley, Giles Spring, Robert M. McLane, D. S. Dickinson, J. W. Crisfield, G. W. Peter, W. L. Goggin, J. G. Chapman, John Glenn, O. G. Cates, H. B. Huntershott, James Gadsden, James Grant, Samuel R. Curtis, William Duer, J. Davis, George S. Fisher, Maunsel White, William T. Lawrence, D. Field, John M. Botts, John H. Clarke, Edwin Crosswell, Albert S. White, J. L. Martin, W. Preston, John F. Gray, A. W. Buel, John N. Niles, John G. Palfrey, Preston B. Reed, Washington Hunt, W. L. Foote, J. Van Buren, W. B. Maclay, Henry O'Reilly, Benjamin F. Porter, C. F. Keener, Chauncey P. Holcomb, William Woodbridge, and F. Tiernan.

The construction of the proposed railroad to the Pacific became a question in politics, and was favored in the "platforms" of both parties and the "pledges" of public men, but was postponed to a "more convenient season." The subject, however, continued to hold the earnest attention and interest of the people of St. Louis, and was urged with great force and vigor by Thomas Allen, J. Loughborough, and others.

On Jan. 29, 1850, Thomas Allen, one of the corporators mentioned in the charter of the Pacific Railroad, published a note in the *Missouri Republican* calling for a meeting of the corporators with a view to organization. At this meeting, which was held in the office of the St. Louis Insurance Company, in the city of St. Louis, on Thursday evening, the 31st of January, 1850, there were present John O'Fallon, James H. Lucas, Edward Walsh, George Collier, Daniel D. Page, James E. Yeatman, Joshua B. Brant, Thomas Allen, Adolphus Meier, Adam L. Mills, and Wayman Crow.

On motion of Thomas Allen, the meeting was organized by calling Col. John O'Fallon to the chair, and appointing Wayman Crow secretary.

Mr. Allen then delivered an address, which was published and extensively circulated. It was an able presentation of the Pacific Railroad enterprise, and inspired confidence in the project of building a railroad in Missouri for its local worth, as well as for a link in the great Pacific Railroad. After this address, on motion of Mr. Lucas, it was

"Resolved, That the corporators do now proceed to organize by the election of a president, secretary, and treasurer."

The vote, having been taken, resulted in the election of Col. John O'Fallon, president; Thomas Allen, secretary; and Daniel D. Page, treasurer.

On motion of Mr. Allen, it was

"Resolved, That a committee of three corporators be appointed to open books for subscription to the capital stock of the company; that said books be opened on Monday, the 4th of February, at ten o'clock, and close at three o'clock P.M., and kept open for six days in the rooms of the Merchants' Exchange."

The chairman appointed the following gentlemen that committee, viz.: James H. Lucas, James E. Yeatman, and J. B. Brant.

On motion of Mr. Lucas, it was

"Resolved, That the several papers in the city be requested to publish the proceedings of this meeting and the address of Mr. Allen on this subject."

On motion of Mr. Allen, it was

"Resolved, That a committee of three be appointed to prepare a memorial to Congress, praying a donation of alternate sections of land along the route for the construction of the proposed road."

The chairman appointed the following gentlemen that committee: Thomas Allen, James H. Lucas, Wayman Crow.

Before the adjournment of the meeting the eleven gentlemen present pledged themselves to subscribe \$154,000 in the aggregate to the stock upon the opening of the books, which pledge they redeemed. Mr. Lucas first started the subscription by offering to be one of three to make up \$100,000. In this he was joined by John O'Fallon and D. D. Page. It was understood that there were others ready to subscribe, and that \$1,000,000 could be raised by the 1st of March.

The subscribers, nearly all of whom expressed their willingness and purpose, if necessary to the progress of the work, to double or more than double their subscriptions, were:

James H. Lucas.....	333 shares,	\$33,300
John O'Fallon.....	334 "	33,400
Daniel D. Page.....	333 "	33,300
Thomas Allen.....	100 "	10,000
J. & E. Walsh.....	100 "	10,000
James E. Yeatman.....	50 "	5,000
Joshua B. Brant.....	100 "	10,000
George Collier.....	100 "	10,000
Wayman Crow.....	25 "	2,500
A. L. Mills.....	50 "	5,000
Adolphus Meier.....	15 "	1,500
Total.....	1540	\$154,000

"We are justified in asserting," added the *Republican* in its notice of its meeting, "that the eleven gentlemen present, if they had had time for consultation and examination of the charter, would have promptly made up the two hundred thousand dollars, and they will yet do it. The three first on the list

agreed to take one hundred thousand dollars, each expressing his willingness to double it if necessary, and for the privilege of subscribing the odd thousand they tossed up, Col. O'Fallon winning it. This subscription has been made in good faith by men under their own signature, every one of whom is able not only to fulfill his present pledge, but to go further if it should be necessary. Their judgment, feelings, and interest prompt them to push the measure forward, and we risk nothing in saying that this road will be early commenced and speedily completed."

At a subsequent meeting a book was ordered to be opened in each ward of the city, and the book at the Merchants' Exchange was ordered to be kept open until the Saturday preceding the last Monday in March. A committee, consisting of Thomas Allen, Edward Walsh, and Adolphus Meier, was appointed to make preliminary arrangements for a general topographical and geological survey of the country upon the proposed route of the road. An election of nine directors, as provided by the charter, was ordered to be held on the last Monday in March.

The committee, in accordance with the original action of the incorporators, issued the following notice:

"Books for the subscription of stock to the Pacific Railroad will be opened between the hours of 10 A.M. and 3 P.M. on Monday, the 4th of February, at the Merchants' Exchange, and will be kept open for six days.

"JAMES H. LUCAS,
"JAMES E. YEATMAN,
"J. B. BRANT,
"Committee."

In its issue of February 5th the *Republican*, describing the opening of the books, said,—

"Nearly the whole amount required to put the Pacific Railroad into operation was subscribed yesterday. The books will continue open during the week.

"The Merchants' Exchange, from eleven to twelve o'clock yesterday, was crowded with business men and visitors, called thither to see what progress was making in the subscription.

"The subscription to the stock in the Pacific Railroad reached one hundred and ninety thousand dollars yesterday. Nineteen thousand dollars is wanted to perfect the organization of the company. As soon as this is secured the directors will feel themselves authorized to employ engineers and to go on with the work. It will authorize them also to ask subscriptions, on the part of the city and county of St. Louis, of all incorporated companies, and of the counties through which it may be settled that the road shall pass."

On February 7th the following subscriptions were added to those which had already been made:

	Shares.	Amount.
Auguste Guelberth & Co.....	20	\$2,000
Charles L. Hunt.....	30	3,000
Thomas Grey.....	5	500
John M. Johnson.....	5	500
L. Deaver.....	20	2,000
Thomas B. Chambers.....	5	500
B. M. Chambers.....	5	500
William Turner.....	2	200
H. L. Patterson.....	20	2,000
Ann C. T. Farrar, by J. T. Swear- ingen.....	20	2,000
James Harrison.....	50	5,000
William Beaumont.....	15	1,500
William Renshaw, Jr.....	10	1,000
P. A. Berthold.....	10	1,000
A. Shurlds Dent.....	5	500
Fred Dent, Jr.....	5	500
S. E. Selleck.....	5	500
Total.....	232	\$23,200

"When the books were closed yesterday," said a newspaper of Feb. 9, 1850, "the following gentlemen had subscribed the shares and sum placed opposite to their names :

	Shares.	Amounts.
James H. Lucas.....	333	\$33,300
John O'Fallon.....	334	33,400
Daniel Page.....	333	33,300
Thomas Allen.....	100	10,000
J. and E. Walsh.....	100	10,000
James E. Yeatman.....	50	5,000
George Collier.....	100	10,000
Joshua B. Brant.....	100	10,000
Crow, McCreery & Co.....	25	2,500
A. L. Mills.....	50	5,000
Adolphus Meier.....	15	1,500
Joseph Charless.....	50	5,000
Taylor & Mason.....	25	2,500
K. Mackenzie.....	25	2,500
Switzer, Platte & Co.....	25	2,500
John B. Sarpy.....	25	2,500
Louis A. Labeaume.....	50	5,000
Chambers & Knapp.....	20	2,000
Charles L. Hunt.....	20	2,000
John Simonds.....	50	5,000
A. P. Ladew & Co.....	15	1,500
Sandford J. Smith.....	10	1,000
W. Risley & Son.....	10	1,000
R. Simpson.....	10	1,000
R. W. Ulrici.....	10	1,000
John B. Carson.....	5	500
P. M. Dillon.....	30	3,000
P. R. Donnelly.....	10	1,000
John R. Baldwin.....	10	1,000
George I. Barnett.....	10	1,000
Charles Sellman.....	10	1,000
Evans, Nuckles & Co.....	10	1,000
Oliver Quinette.....	5	500
John Hogan.....	5	500
J. D. Osborne.....	5	500
Alexander, Copp & Co.....	10	1,000
Alexander Hallam.....	5	500
B. H. Batte.....	5	500
John W. Harker.....	5	500
Wilson & Bros.....	10	1,000
Total.....	2020	\$202,000 "

"Every day's subscription to the stock of the Pacific Railroad Company," said a St. Louis newspaper of February 10th, "only serves to show the strong hold which this project is acquiring upon the people of St. Louis. Yesterday the stock taken exceeded forty-five thousand dollars, and at the close of the books the whole amount subscribed was three hundred and five thousand five hundred dollars. When it was considered that the project has only been before the people for about a week, that it is only ten days since the charter was first published and a portion of the commissioners met in a quiet way

and resolved that the great work should be commenced, and by way of attestation of their own convictions of what ought to be done subscribed one hundred and fifty-four thousand dollars, it may be claimed, we think, that the people of St. Louis have done nobly.

"After the close of the books yesterday the directors held a meeting to determine upon further proceedings. We understand that they resolved to reopen the books for the subscription of stock at the Merchants' Exchange to-morrow (Monday), and they resolved also to open additional books of subscription in the First, Second, Fourth, Fifth, and Sixth Wards, the Merchants' Exchange being in the Third Ward, under the supervision of the committee who have had charge of the books; and that they were authorized to employ assistants in the several wards. This arrangement will accommodate a great number of persons, and will add, we have no doubt, to the interest felt in the success of the work."

Two days later (February 12th) it was announced that the following gentlemen had been appointed ward committees to collect subscriptions to the Pacific Railroad, and to make personal collections for subscriptions in their respective wards during the remainder of the week :

First Ward, Edward Haren, R. S. Blennerhassett, D. B. Hill, Adolph Abeles, M. Steitz.

Second Ward, George R. Taylor, George Knapp, G. Schoentaler, M. S. Cerré, John Kern.

Third Ward, Louis A. Labeaume, Asa Wilgus, Ferdinand Overstolz, A. L. Mills, Sullivan Blood.

Fourth Ward, O. D. Filley, G. I. Barnett, Rufus Keyser, A. P. Ladew, Patrick Gorman.

Fifth Ward, A. H. Glasby, John Leach, William Branegan, Charles Dean, John B. Carson.

Sixth Ward, J. H. Sturgeon, Charles Hammond, Smith Robinson, D. W. Dixon, Theodore Labeaume.

At the closing of the books on the 12th of February, 1850, the whole number of shares taken amounted to three hundred and nineteen thousand eight hundred dollars. This, however, did not include any portion of what had been subscribed on the books in possession of the committees of the several wards. On the 1st of May, 1850, it was announced that the city corporation was about to subscribe the five hundred thousand dollars authorized by a vote of the people. "The subscriptions of individuals," it was added, "do not yet amount to that sum."

The amount required by the charter (two hundred thousand dollars) having been secured, the corporation proceeded to organize by the election of a board of directors. The committee appointed to superintend the election consisted of Luther M. Kennett, O. D. Filley, A. Wilgus, Louis A. Labeaume, and George Knapp. At the election which was held on the 25th of March, 1850, at the Merchants' Exchange the following were chosen directors: Thomas Allen, John O'Fallon, James H. Lucas, Louis A. Labeaume,

Edward Walsh, James E. Yeatman, George Collier, Daniel D. Page, and L. M. Kennett.

On the following day the directors met and elected Thomas Allen president, and Louis A. Labcaume secretary *pro tem*. There were then twenty-nine million two hundred and sixteen thousand acres of land in Missouri open to private entry which, as stated in the memorial of the directors to Congress, remained unsold.¹

Mr. Allen, the president of the company, who, as we have seen, had been one of the most prominent and efficient promoters of the enterprise from the start, addressed himself to the work before him with characteristic energy and vigor, and under his able direction the affairs of the company soon took shape. On the 22d of April it was announced that James P. Kirkwood, of New York, had been appointed chief engineer of the road.²

Mr. Kirkwood was then superintendent of the New York and Erie Railroad. Under his direction three parties of engineers were started on the surveys. Three different routes were surveyed, and a very full and able report made by the engineers, and published with the first annual report of the board of directors. The preliminary surveys were commenced on the 24th of May, and closed on the 29th of November, 1850. Five different lines were surveyed, embracing in the whole over eight hundred miles of survey.

During the progress of the surveys the president, Mr. Allen, personally visited and addressed the people and the county courts of nearly every county from St. Louis to the western boundary, and also laid his plans before the Governor of the State, which the Governor, after due consideration, substantially adopted. The city and county of St. Louis and the county of Jackson subscribed to the stock. Petitions to Congress in behalf of a grant of land, as applied for by the company, were circulated and numerous signed in all the counties along the proposed line, and in due time transmitted to Congress.

At the session of Congress held in 1850-51 a bill passed the Senate of the United States granting for

the railroad alternate sections of land for a space of six miles in width on each side, but was not reached in the House of Representatives. In the same winter of 1850-51, the president of the railroad company having been elected to the State Senate, a plan for a complete system of railroads for the State was laid before the Legislature by him, including a form of State aid by a loan of the public credit. This plan, which was soon adopted, contemplated the issue of State bonds to the railroad company to an amount equal to the amount first to be advanced by the stockholders, the company agreeing to pay the interest and principal of the bond, and the State reserving a first lien on the road as security.

The first act was approved Feb. 22, 1851, and provided for the issue to the extent of two millions of State bonds to the Pacific Railroad Company, in sums of fifty thousand dollars, upon satisfactory evidence being furnished to the Governor at each application that a like sum of fifty thousand dollars had been expended by the company, derived from sources other than State bonds, and *provided* that the bonds should not be sold below par. These bonds having twenty years to run, and bearing six per cent. interest, were sold at a premium for more than a year and a half, and some were sold as high as 110. Some important amendments to the charter were granted at the same session by an act approved March 1, 1851. Congress, on the 10th of June, 1852, passed an act granting to the State of Missouri the alternate sections of land in a strip of six sections in width on each side of the line, for the construction of a railroad from St. Louis to the western boundary of the State. Soon after the passage of this act the company petitioned the Governor to call an extra session of the Legislature, and the then Governor, Hon. Austin A. King, complied with the request.

So largely had individuals entered the public lands the previous year or two in consequence of the railroad surveys, that it was soon discovered that the grant would be of little value for constructing a railroad in a direct line westward from St. Louis to the western boundary. Therefore, in view of the immense district of country lying at the southwest, known to be desirable in soil, climate, and minerals, yet inaccessible, and also in view of the probability that a good route for the national road to California might be found along the thirty-fifth parallel, it was deemed advisable to make a fork in the line of road, and run the main trunk nearly west in the direction of Kansas *via* the State capital, and the fork or branch in the southwestern direction. To the road from St. Louis to the point of divergence from the main line,

¹ At this time not a single railway touched the Mississippi on either side at St. Louis. The Erie Railroad was not completed, and only seven thousand miles of railroad had been constructed in the United States.

² "*Pacific Railroad*.—The commencement of this great and, to our city, important work we presume will take place immediately. Mr. Kirkwood, late engineer of the New York and Erie Railroad, now engineer of the Pacific Railroad, arrived in our city yesterday morning accompanied by two assistants. In a very short time the corps of engineers will be organized and the reconnoissance and the location commenced."—*Republican*, May 21, 1850.

and thence to the southwest boundary of the State, the State granted the lands by the act of Dec. 20, 1852, without bonus and with an exemption from taxation until the road could pay a dividend, and with also a further loan of \$1,000,000 to the main line, and \$1,000,000 to the Southwest Branch. The right of pre-emption to actual settlers already on the lands at \$2.50 per acre was, however, reserved.

Mr. Allen, president of the company, was appointed the agent of the State to select the lands, and for that purpose went to Washington City. The lands selected amounted to about 1,200,000 acres.

The Pacific Railroad Company, having surveyed a route for a branch railroad to the Iron Mountain, to cross the Maramec near the mouth of Calvey Creek, in Franklin County, and run on an interior ridge west of Big River, *via* Potosi, and having reported that the Iron Mountain could thus be reached by building about sixty miles additional of railroad, at a cost of two or two and a half million dollars, the Legislature granted a loan to the company for that branch of seven hundred and fifty thousand dollars. The demand having arisen for a "direct line" to the Iron Mountain from St. Louis, this loan was subsequently yielded and transferred to the St. Louis and Iron Mountain Railroad.

On the 12th of March, 1851, the board of directors resolved to commence the construction of the Pacific road, and were called upon for the first time to consider the question of route. The road had originally been defined as to Jefferson and Cass County, but, now free to seek the best route through the State, it became evident that more extended surveys must be made before they could act intelligently. A division of forty miles only was located, as being common to all the routes that they could take.

At the time it was in contemplation to make other surveys, not only connecting in detail those already made, but to try other routes, passing farther inland or towards the southwest. But it had been found that speculators followed the track of the engineers and entered all the best land, and it was thought advisable not to make any more surveys until a land grant had passed Congress, and the land was put out of market.

In the mean time vigorous efforts were made to increase the subscriptions to the stock of the company to one million five hundred thousand dollars, in order that the latter might avail itself of the State's subscription.

"There was a good deal of encouragement," said the *Republican* of May 12, 1851, "in the meeting in relation to the Pacific Railroad which took place on Saturday evening. Mr. Allen stated a variety of facts in relation to the road. Speaking of

the financial condition of the company, he said that the individual subscriptions amounted to about four hundred and fifty thousand dollars, the city had subscribed five hundred thousand dollars, the county of St. Louis one hundred thousand dollars, the county of Jackson one hundred thousand dollars, and other subscriptions would make the sum up to nearly twelve hundred thousand dollars. The directors desired to swell this sum to fifteen hundred thousand dollars, and hence the present effort. Whenever the last-named sum is subscribed, the company can then avail itself of the credit of the State to the amount of two millions of dollars, and then there would be a capital of three and a half millions of dollars to go to work with. The engineer estimates the entire cost of the road, assuming that it is three hundred miles in length, at six millions of dollars. This includes everything, payments for depots, cars, locomotives, etc. We have a right to expect that Congress will do justice to this State at the next session by making adequate grants of lands for the use of this road and that of the Hannibal and St. Joseph Company, and this will go very far towards the completion of the work."

At this meeting a resolution was adopted providing for committees "to canvass the several wards for subscriptions of stock to the railroad. Subsequently the following committees were appointed:

"First Ward, Adolph Abeles, Henry A. Lynch, Frederick W. Beckwith, Brannock Jones, Lewis Clark, L. C. Degenhardt, William Friend, H. Niemeyer, Thomas T. Gantt, John C. Rust.

"Second Ward, George R. Taylor, Solomon Smith, Matthew Steitz, William Palm, Francis P. Blair, J. B. Sickles, Hiram Shaw, John Kern, Alexander Keyser, Robert Simpson.

"Third Ward, R. S. Elliott, Asa Wilgus, A. Mittelberger, George R. Reed, John C. Meier, John C. Ivory, William H. Carroll, Adolphus Meier, Nathan Ranney, John Shade.

"Fourth Ward, William T. Christy, John Finney, S. H. Robins, O. D. Filley, F. B. Chiles, A. J. P. Garesche, T. W. Hoyt, John S. Watson, P. R. McCreery, J. D. Houseman.

"Fifth Ward, A. P. Ladew, John Leach, Willis R. Prichard, F. Laubmann, G. B. Allen, L. Holthaus, Leroy Kingsland, H. H. Cohen, Louis Bach, James Fortune."

At a meeting of the directors held on the 18th of June, 1851, at which A. S. Mitchell acted as secretary, the board proceeded to locate the First Division of the road. The various surveyed routes and their estimated costs having been presented and explained by James P. Kirkwood, chief engineer, Mr. Lucas offered the following resolution:

"*Resolved*, That the route through Chouteau Pond valley and the valley of the Des Peres to the Maramec valley, and up the Maramec valley for a distance of about thirty-nine miles from St. Louis, commencing in St. Louis at Fourteenth Street, be adopted as the First Division of the Pacific Railroad."

The yeas and nays were demanded on this resolution, and the result was as follows:

Yeas, Messrs. Allen, Bridge, Haren, Harrison, Kennett, Labeaume, Lucas, Walsh, and Yeatman,—9. Nays, none; the entire board present and voting.

In deciding upon this location the board took into consideration not only the estimated cost of the dif-

ferent lines, but the need of a branch to the Iron Mountain and the southwest part of the State.

On motion of Mr. Kennett, the following resolution in relation to calls on stock in the Pacific Railroad was adopted:

“Resolved, That not exceeding thirty per cent. upon the capital stock of the company shall be called in any one year during the construction of the road.”¹

An election for directors of the road was held on

¹ “The report of J. P. Kirkwood, chief engineer of the road, to the board of directors, in June, 1851, contained the following information as to the lines he had surveyed, their lengths and estimated cost:

	Miles.	
Missouri River route (by Crevecoeur Lake to Jefferson).....	121.87	\$2,989,157
Maramee route, inland to Jefferson City.....	149.03	3,752,854
Maramee combination route by Maramee and Gray's Gap.....	130.58	3,145,303

“The board of directors were divided in opinion as to which route, under all the circumstances, should be adopted. At the eastern end of the line, and more practically in St. Louis, there was very decided opposition to the selection of the route shown above as the Missouri River route, for this principal reason, that, as was urged, the river itself afforded sufficient facilities to the whole country through which it ran, and that the road should be so located as to open and develop a country not penetrated by any natural highway. Under these circumstances of opposition to the route shown by the engineer's report to be the shortest, as well as the least expensive, it was determined to locate the road as far as Franklin, thirty-seven miles. This point was selected for the reason that it was the extreme western point from which, after further deliberation and examination, it would be possible, without seriously increased cost, to continue the location either on the inland or the Missouri River route. To accomplish this object they were compelled to abandon the route described above by Crevecoeur Lake, which strikes the Missouri River eighteen miles and three-quarters from St. Louis, though that was the shortest and the most economical.

“Prior to the decision of this question, and while it was pending, considerable feeling arose in St. Louis, which was manifested in denunciations of the board of directors, coupled with charges that they were purposely delaying the location of the line, especially that portion of it nearest to St. Louis, for unworthy reasons, arising out of a desire to enrich themselves by speculations in lands, having, as was alleged, in their capacity of directors information respecting the route to be selected which the community generally could not procure. When, therefore, the report of the engineer was made, the road was immediately located (on the succeeding day, as appears by the records of the company), and an order made for the publication of the route selected.

“It should, perhaps, also be added that though, as has been explained above, the board of directors were influenced by popular prejudice in favor of the inland route (in which they probably to some extent participated) to locate the road upon that route so far as Franklin, there is no evidence whatever that in the actual location of the road upon the particular route adopted to that point any considerations had weight except the engineer's report and the questions of economical construction and use.”—*Report of Joint Railroad Committee of Missouri Legislature*, published Nov. 28, 1855.

the 19th of June, 1851, which, we are told, “excited very considerable interest, and called forth a large vote.” It resulted as follows:

For James H. Lucas, 3015 votes; Hudson E. Bridge, 2943; James E. Yeatman, 2915; Edward Walsh, 2914; Louis A. Labeaume, 2892; James Harrison, 2883; Luther M. Kennett, 2777; John C. Rust, 2728; Thomas Allen, 2294; Daniel D. Page, 2036; Joseph Charless, 1598; Joshua B. Brant, 1584; George Collier, 1470. This list completed the board. The next highest was Isaac L. Garrison, who received 1452 votes.

The first division of the road (thirty-nine miles) having been put under contract, the first spadeful of earth was removed, in the absence of the Governor, by the then mayor of the city, Hon. Luther M. Kennett, on the 4th of July, in the presence of a large and enthusiastic audience. This memorable event took place at a point on the south bank of Chouteau Pond, on Mr. Minckes' ground, west of Fifteenth Street.

The event was the occasion of a great popular demonstration, in which the entire city participated. The day was introduced with a national salute by the Missouri Artillery, under the command of Capt. Henry Almstedt. At an early hour the city in every portion was filled with the members of the civil and military societies who designed to join in the procession. Chief Marshal Grimsley had announced that the march to the ground would commence punctually at eight o'clock A.M., and accordingly as early as half-past seven the various associations, orders, companies, clubs, etc., began to pour into Fourth Street from all quarters. The city had seldom witnessed such an enlivening spectacle as that displayed previous to the forming of the procession. Flays were flying from the tops of engine buildings and public-houses, and streamed from the windows of newspaper offices, or floated over the street at many points; numerous detachments of military corps were dashing to their various places of rendezvous; squads of civil societies were coming to view from every corner, and the whole was enlivened by the inspiring sounds of music. Soon after seven o'clock an immense multitude thronged Fourth Street from Washington Avenue, where the head of the line rested, a distance of several blocks. The line formed on Fourth Street, and shortly before eight o'clock the chief marshal assembled his aids and assistants and instructed them in regard to the duties assigned them. The band of the St. Louis Grays was then ordered to its post, and the following officers also took the places previously agreed upon:

Thornton Grimsley, chief marshal; John S. Watson, II. W. Williams, aids; assistant marshals, Joseph P. Wilkinson, William J. Romyn, William Waddingham, Jr., Benjamin Bogy, Alfred Dryden, William Light, Charles Mehl, William H. Cozens, — McDowell, Thomas Horrell, John Kern, D. Preston, William T. Knapp, John C. Vogel, George L. Nuckolls, George Shuly, William S. Chapman, Frederick King.

The chief marshal then arranged the procession in the following order :

- Chief Marshal and his Aids.
- St. Louis Grays' Brass Band.
- Governor, his Aids, Heads of the Departments.
- President, Directors, and Company of the Pacific Railroad.
- Corps of Engineers.
- Orator of the Day and Invited Guests.
- Judiciary of the Eighth Circuit and Officers of the several Courts.
- Mayor and Board of Aldermen, Delegates, and Executive Officers of the City. Editorial Corps.
- St. Louis Grays, Capt. George Knapp.
- Missouri Dragoons, Capt. Brinkman.
- Missouri Artillery, Capt. Almstedt.
- St. Louis Yagers, Capt. Schaeffer.
- Union Swiss Guards, Capt. Frye.
- St. Louis Fire Department.
- Ancient Order of Free and Accepted Masons.
- Hibernian Benevolent Society.
- Catholic Total Abstinence and Benevolent Society.
- St. Vincent Orphan Society.
- German Roman Catholic Society.
- St. Louis Musial Club.
- Social Glee Club.
- St. Louis Gymnastic Society.
- German Benevolent Society.
- United Association of Free Men.
- Sons of Temperance.
- German Catholic Total Abstinence Society.
- United Ancient Order of Druids.
- United Patriotic Refugee Association.
- Citizens in Carriages.
- Citizens on Horseback.

Arrived at the grand stand, which had been erected at Chouteau's Pond for the speakers and invited guests, the band performed the "Grand Pacific Railroad March," which had been composed for the occasion by Mr. Balmer, after which Col. Thornton Grimsley, the grand marshal, announced the order of proceedings, and then introduced the president of the railroad company, Thomas Allen. Mr. Allen delivered an interesting address, in which he reviewed the history of the road up to that time, and in the course of it he said,—

"The charter of the Pacific Railroad was granted in 1849, and slept for a year, disregarded and almost unknown. It is about eighteen months since public attention was first called to it, and only about fifteen months since the company now acting was organized under it. During that period we have had a good deal of preliminary work to do, comparatively new country to explore, and the people to awaken to the consideration of a new subject. We have made over eight hundred miles of preliminary survey; we have located about seventy miles; we have obtained the promised support of every county

upon the line; we have secured the co-operation of the State, and a loan of the public credit; we have brought the subject to the notice of the government of the United States, and we have procured subscriptions which, though not yet so large as we desire, give us great encouragement.

"We have found our distance across the State to be about three hundred miles, and our grades easy, the maximum not exceeding forty-five feet to the mile, and that occurring only on a short distance. The cost is estimated below the average cost of railroads, at about twenty thousand dollars per mile, or about six millions for the whole completed.

The particular business of our proposed road has been estimated by the engineer, and the estimate is made in detail, and will be found upon examination to be a very moderate one. The general result, however, is that the passenger business will amount to

Passenger.....	\$457,900
Freight.....	470,200

Total, second year..... \$928,100

"This would be a gross profit of about fifteen per cent. on six millions. The cost of running may be forty to fifty per cent. of the gross earnings. But it should be borne in mind that this business will constantly increase.

"The business on the Missouri River in 1850 seems to afford some corroboration of this estimate, if we may compare the river with the railroad. The results obtained from manifests is probably below the truth, but gives,—

For freight.....	\$450,478
For passengers.....	368,000
	\$818,478"

Upon the conclusion of Mr. Allen's address, a prologue in verse, composed by A. S. Mitchell, secretary of the company, was recited by J. M. Field. Hon. Edward Bates, orator of the day, then delivered an elaborate address, in which he drew a graphic picture of the fertility and resources of the great Mississippi valley.

"Here we are," said Mr. Bates, "in the centre of the great valley, the natural centre of the largest body of rich, habitable land on the face of the earth,—a land large enough to maintain in comfort two hundred millions of people, every one of whom could bring the produce of his labor to this centre by natural navigation,—just below the confluence of three mighty rivers, Missouri, Mississippi, and Illinois, and just above the influx of the beautiful Ohio, whose fertile banks are already teeming with industry, enterprise, and wealth. Look at the map of the valley, its broad surface is divided into quarters by the figure of a cross,—a little irregular, to be sure, but still a cross. The Mississippi is the shaft, and the Ohio and Missouri are the limbs. And the shaft and both the limbs are bristling with tributaries, each one of which is large enough to be considered in Europe a mighty river, fit to be improved and cherished as the artery of a nation's commerce.

"Look again at the map, and note the distance and the commanding points. The driftwood that floats past our city plunges in the turbid waters of the Mississippi for twelve hundred miles before it is washed by the bright waves of the ocean. The water-line of commerce from Pittsburgh to St. Louis is twelve hundred miles. Your steamers go up the Missouri, without a snag pulled out or a sand-bar removed beyond our western border, two thousand five hundred miles. Ascending the Mississippi, they push their bows into the very foam of St. Anthony's Falls; and above those falls, I know not how many hundred miles of placid water invite the adventurous boatmen

to the far north. Go up the Illinois: you can find no stopping-place there, for the Father of Waters is wedded to the lakes. In Illinois and New York the duty imposed by the great gifts bestowed upon us is partly done, and now, by the aid of their canals, you can leave the ocean in a boat, and entering the Mississippi or the Hudson, circumnavigate the nation.

"We occupy the most important point on this great circuit. If there were not a cabin or a white man from the Ohio to the Missouri; if our forests were still in pristine solitude, and our prairies untracked, save by the hoof of the buffalo and the moccasin of the Indian savage, I should still believe—considering the extent and richness of the valley, the number, length, and direction of its rivers, and its capacity to produce, in boundless plenty, all that can minister to the comfort, wealth, and power of man—I should still confidently believe that the greatest city upon the continent must be established within that span's length upon the map.

* * * * *

"Consider the country through which the road is to pass. It abounds in all the means necessary for the support and comfort of a dense population. Its rich soil produces in abundance all the plants that belong to the climate, and its most barren hills serve but to contain its unmeasured stores of mineral treasures.

"But whither does it tend? When you have constructed the road to the frontier of Missouri, what power can stop it there? Beyond lie the extended plains of the Missouri and the Arkansas, New Mexico, Utah, California, Oregon, the Pacific, and the old Eastern World. My mind recoils from the magnitude of the contemplation, and I leave the incalculable results to mingle with the future glories of our country's name."

In the absence of the Governor of the State, Hon. Austin A. King, who was detained at home by illness, Hon. Luther M. Kennett was called upon by the president of the company, Mr. Allen, to perform the ceremony of raising the first sod in the commencement of the work of grading the road. On receiving the spade which Mr. Allen presented for that purpose, Mr. Kennett made a brief address, closing with the statement that he would proceed to use the spade "to make the *first cut* in the line of the Pacific Railway."

At the conclusion of Mr. Kennett's speech, the procession again formed, and while the band played the "Governor's March," the assemblage proceeded to the line of the road, near the shore of Chouteau's Pond. The mayor here shoveled a few spadefuls of earth into the pond, and was followed by the president, Mr. Allen, and several other members of the Pacific Railroad Company. Enthusiastic cheers greeted this proceeding, with which the ceremonies closed.

The first section of the First Division (from St. Louis to Franklin), the construction of which was thus inaugurated, extended from Seventh to Fourteenth Street, St. Louis, and included the filling in of Chouteau's Pond. The work of grading was fully commenced on the 2d of August, 1851. The contracts on the first divisions were let when labor was cheap,

and with little or no experience by contractors in doing work in Missouri, and labor increased in price from seventy-five cents to one dollar and twenty-five cents per day. A great deal of sickness prevailed upon the line most of the time. The cholera made its appearance nearly every year on almost every section. Provisions of all kinds rose to very high prices. Material was found more difficult of excavation than any one could have supposed. All these difficulties combined increased the cost much over original estimates. A large portion of the work when the cars commenced running to Franklin was in an unfinished condition, and required a great deal of labor with gravel trains; in widening embankments and taking down slopes in cuts. Most of the ballasting was done by the company, material being procured from the bluffs upon the Maramec River.

The second division extended from Franklin to Jefferson City.¹

As the work progressed it was soon discovered that more money would be needed, and on the 6th of September, 1851, an election was held to test the sense of the people of St. Louis County on the expediency of subscribing an additional one hundred thousand dollars to the stock of the company, which resulted in favor of the proposition. Strenuous efforts were also made to swell the resources of the company by procuring grants of land from the general government. In June, 1852, as heretofore stated, Congress passed an act approved June 10th, which granted the right of way to the State of Missouri and a portion of the public lands to aid in the construction of railroads. The provision of the act relating to the sale of these lands was as follows:

"That a quantity of land not exceeding one hundred and twenty sections on each road, and included within a continuous length of twenty miles of said road, may be sold; and when the Governor of said State shall certify to the Secretary of the Interior that said twenty miles of said road is completed, then an-

¹ Sections 16 and 17 were the heaviest on the First Division, covering very deep rock excavations and two tunnels, one about six hundred and the other about four hundred and fifty feet long. During the progress of this work the cholera appeared and drove, at several periods, the entire force from the sections. Great numbers died, and for a while it was impossible to induce men to go upon the work. Finally the contractors succeeded in procuring a large force, but there was a good deal of trouble between Sections 17 and 18, which finally resulted, in January, 1853, in a general riot in which two laborers of Section 17, John Flood and James Carroll, were killed and a number of others badly injured. In order to suppress these disturbances and restore order, the St. Louis Grays, Capt. Knapp, and the Missouri Artillery, Capt. Almsted, were dispatched to the scene and accomplished that object. After this outbreak a police force was stationed upon Section 18, which had become known as the "Bloody Eighteenth," to preserve order.

other like quantity of land hereby granted may be sold, and so from time to time until said road is completed; and if said road be not completed within ten years, no further sales shall be made, and the lands unsold shall revert to the United States."

The State of Missouri also extended liberal assistance to the road. The first legislation on the subject, as we have seen, was the act of March 12, 1849, which required the company to complete the road within ten years from the date of its commencement, and reserved to the State the right to purchase the road at the expiration of fifty years, two years' notice of the intention so to do having been given, its value to be ascertained by appraisers mutually chosen. The General Assembly afterwards passed an act, approved Feb. 22, 1851, granting to the Pacific Railroad Company a loan of the credit of the State to the amount of two millions of dollars, in special bonds of the State, bearing interest at the rate of six per centum per annum from the date of the respective issues thereof, payable twenty years thereafter, to be delivered to the company in sums of fifty thousand dollars, after satisfactory evidence that an equal sum, derived from the other moneys of the company, had been expended on the work prior to the original and each successive issue. The act provided further that as a condition precedent to the delivery of the first installment of bonds, a *bona fide* subscription to the capital stock of the company of one million and a half of dollars should be made; required the company to provide for the payment of the accruing interest and the principal of the bonds, and provided that the acceptance of the successive issues of bonds, filed in the office of the Secretary of State, should operate as a mortgage of the entire property of the company to the State, to secure the payment of principal and interest, to be foreclosed for the benefit of the State upon failure to make such payment, with the further condition that none of the bonds should be disposed of at less than their par value.

During the same session an act was passed entitled "An Act to amend the act entitled 'An Act to incorporate the Pacific Railroad,'" approved March 1, 1851, and accepted by the stockholders of the company, as required by the act, on the 2d of December, 1851, enlarging and defining the powers granted by the original act of incorporation, removing the conditions therein contained that the city of Jefferson should be made a point on the line of the road, and that it should intersect the western line of Van Buren County, and authorizing the company to select any route from St. Louis to the western line of the State deemed most advantageous. The act authorized the company to borrow money for the purpose of com-

pleting and operating the road (to any amount not exceeding the unsubscribed capital), and to issue bonds therefor, secured by mortgage on their property, subject, however, to the prior lien of the State.

On the 13th of December, 1852, the president and directors of the Pacific Railroad Company addressed a memorial to the General Assembly, setting forth their willingness—in view of the fact that that part of the grant of land made to the State by the act of Congress, approved June 10, 1852, and applicable to a railroad from St. Louis to the western boundary of the State, would, if the lands were selected with reference to the then proposed line of the road from St. Louis to the western boundary of the State, yield so small a quantity of land in view of the conditions coupled with the grant, as to be of comparatively little value to the railroad—to undertake the construction of a branch road, diverging from the trunk line of the Pacific Railroad, and terminating on the western boundary of the State, south of the Osage River, and seeking, if the views of the memorialists should be adopted, a further loan of the credit of the State in aid of the construction of the proposed branch road, and also, in view of the proposed diversion of the land grant from the main trunk of the Pacific Railroad, praying for an additional loan of the State credit to secure its completion. The memorialists further proposed to construct a branch of the Pacific Railroad southwardly to the Iron Mountain and Pilot Knob, if the aid of the State by a loan of her credit should be given. At the first session of the seventeenth General Assembly an act was passed entitled "An Act to accept a grant of land made to the State of Missouri by the Congress of the United States, approved June 10, A.D. 1852, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved Dec. 25, 1852, and accepted by the Pacific Railroad Company, as required in the act, on the 21st of January, 1853. This act vested the lands granted by act of Congress in the Pacific Railroad Company, to be by it selected, and located along the line of a road to be constructed by that company identical with the main line of the Pacific Railroad to the point of divergence, and diverging from the main trunk line of the road at a point east of the Osage River, and striking the western boundary of the State south of the Osage River, at any point selected by the company. This act granted a loan of the credit of the State in aid of the construction of the Southwest Branch Road to the amount of one million of dollars, on the condition that no part of the credit thus granted should be used until a *bona fide* subscription of five hundred thousand dollars to the

capital stock of the company, applicable to the construction of the Southwest Branch, should be made, and on terms and under limitations similar to those which had attended the former grants of the credit of the State. The act further provided that the main trunk of the Pacific Road should be located from St. Louis to Jefferson City; thence by the best inland route through Johnson County, terminating at any point designated by the company in Jackson County, conditioned that the counties west of Jefferson City should subscribe four hundred thousand dollars to the capital stock of the company, in addition to the amount already subscribed; in default of which the company should be at liberty to select for the road any location deemed expedient. An additional grant of the credit of the State to the amount of one million dollars, applicable to the construction of the main trunk of the Pacific Railroad, was made by this act, on the same terms and conditions as prescribed in the act of Feb. 22, 1851, with the requirement that the road should be completed to its terminus in Jackson County and in operation within five years from the date of the passage of the act. Power was granted to the company for the purpose of raising money from time to time, for the completion and construction of the Branch Road, to sell the land in the manner provided in the act of Congress of June 10, 1852, and to issue bonds bearing a rate of interest not greater than seven per cent. per annum, secured by mortgage of the lands, subject to the terms of the act of Congress, for the redemption of which bonds the faith of the State should in nowise be pledged.

In the winter of 1853 an act was passed entitled "An Act to authorize the formation of railroad associations, and to regulate the same, approved Feb. 24, 1853, which provided that the gauge of track or width between the rails of all railroads in this State should be five feet six inches," the gauge adopted and brought into use prior to that time by the Pacific Railroad Company.

An act was also passed at the same session amendatory of the original act of incorporation, approved Feb. 24, 1853, authorizing the Pacific Railroad Company to extend, construct, and operate the road to any point west of the boundary of the State, and to enter into contracts for that purpose.

At the first session of the Eighteenth General Assembly an act was passed entitled "An Act for the benefit of the Pacific and other railroad companies," approved Feb. 10, 1855. This act provided for the loan to the Pacific Railroad Company of the sum of two hundred thousand dollars. The act so amended former laws as to require the Governor to deliver to the several

railroad companies in the State who were entitled to a further issue of State bonds the whole amount within the limits of the grants to them respectively to which they were entitled by virtue of showing an equivalent amount of actual expenditure upon their roads, respectively, of funds derived from other sources, without regard to the limit of such disbursement, before fixed at fifty thousand dollars; and, further, by authorizing the several companies to sell the bonds issued to them at their market value, even though they should fall below par, and by authorizing the hypothecation of the bonds, if desired, to carry on the operations of the roads.

At the same session an act was passed entitled "An Act to aid the construction of the Pacific Railroad," approved March 3, 1855, granting a further loan of the State credit to the amount of three hundred thousand dollars, on the same terms and conditions which governed the loans formerly made, and providing for the appointment of a Board of Public Works to examine into the affairs of the company and its management. This act provided that unless accepted by the Pacific Railroad Company within six months after its passage it should be inoperative, and not having been accepted by the company it expired by its own limitation. A supplemental act passed at the same session was approved March 3, 1855, providing for the protection of innocent settlers on lands included in the land-grant to the Pacific Railroad Company.

On the 1st of June, 1853, a mortgage was executed by the company for ten million dollars, which included the lands granted by the General Assembly to the Pacific Railroad and the entire property of the company on the main and branch line, subject to the prior lien of the State. No bonds were sold under this mortgage, and it was subsequently canceled.

The estimates of cost furnished to the Legislature Dec. 1, 1852, were:

St. Louis to Kansas.....	\$7,853,043
Southwest Branch.....	8,157,000
Total, exclusive of interest.....	\$16,015,043

Estimates submitted Jan. 1, 1855:

Full expenditures required, with interest, etc., from St. Louis to Kansas, with roll- ing stock.....	\$10,300,000
Southwest Branch to State line.....	9,900,000
Total estimate, Jan. 1, 1855.....	\$20,000,000

The total of stock subscriptions and State bonds devoted to the purposes of the company up to November, 1855, amounted to \$6,734,400. Of this sum the individual subscriptions amounted to \$864,400, of which \$140,000 was applicable west of Jefferson

City. The subscriptions made by the city and county of St. Louis, payable in bonds, were:

City of St. Louis.....	\$500,000
County of St. Louis.....	500,000
County of St. Louis subscribed in cash, at one, two, three, and four years, \$1,200,000, but anticipated by the county's bonds to the amount of.....	875,000

The first railroad iron for the Pacific Road was received in St. Louis in April, 1852. There were in all 4267 bars, the aggregate cost of which was \$16,595.30. The government duty amounted to \$4978.50. The iron was imported from England. On Nov. 12, 1852, the first locomotive, the "Pacific," manufactured at Taunton, Mass., was placed upon the track at the machine-shop erected by the company, and run out to the Manchester road.

"Yesterday evening," said the *Republican* of Dec. 2, 1852, "we visited the depot station of the Pacific Railroad Company to see the first car started, and listen to the first whistle of the iron horse on this side of the Mississippi. We were disappointed in seeing the car start, but we had, in company with a number of persons, the pleasure of seeing the first car, the 'Pacific, No. 3,' placed on the track, and this morning at seven o'clock we expect to hear the first whistle. Owing to unavoidable circumstances, the car and tender could not be placed upon the track as early as was expected. It is there now, and the fact may be announced that the first car for the Pacific was placed on the track yesterday evening."

On the following day, as anticipated, the first trial was made. The locomotive, with the tender, had been backed down nearly to Fourteenth Street, and three heavily-laden cars of iron and ties were attached. Thomas Allen, president of the company, T. S. O'Sullivan, engineer, Mr. Copp, the secretary, and a number of other gentlemen were present. William R. Kingsley, the resident engineer, having charge of the construction of the First Division, had the track in complete working order. Everything being ready, and the word given, "All aboard," Charles Williams, the chief machinist of the company, took charge of the engine, and at seven o'clock the whistle sounded, and the train was in motion. To Mr. Williams belongs the credit of having run the first engine west of the Mississippi going towards the Pacific. The train was run successfully to the terminus of the track, a distance of several miles.

A few days later the road was completed to Sulphur Springs, or Cheltenham, five miles from St. Louis, and an experimental trip was made to that point on the 9th of December, 1852.¹

¹ "The president, Thomas Allen, in commemoration of the event, had invited the directors of the company, the members of the Legislature from St. Louis and other counties, then on their way to Jefferson City, and a few early friends of the enterprise to a collation at the Sulphur Springs, or Cheltenham. At one o'clock the train was off. There were two beautiful and

During this year (1852) Mr. Kirkwood, chief engineer, resigned, and was succeeded by Thomas S. O'Sullivan.

On the 6th of May, 1853, the directors decided that the road should be opened for travel to Kirkwood, fourteen miles from the city, and that for the accommodation of way business the train should stop at Rock Spring, two and a half miles from the city; "Cheltenham, about five miles; the River des Peres, a little beyond Sutton's; and Webster's College, which is two and a half miles this side of Kirkwood."

By resolution of the board "the fare for passengers from this time forth is not to exceed three cents per mile, with proper and liberal deduction for in and out passengers."

The First Division, thirty-nine miles, from St. Louis to Franklin, was opened on the 19th of July, 1853, and the event was signalized by an excursion to the then terminus of the road. At eleven o'clock on that day, twelve large passenger-cars, drawn by the locomotive "St. Louis," and carrying between six and seven hundred invited guests, including the St. Louis Grays, with Jackson's Band of the Sixth United States Infantry, started for Franklin Station, in Franklin County, which was then situated in a forest of large timber, with no other improvements than a large and handsome depot, extending several hundred feet. Here the train was greeted by several hundred persons from the surrounding country, including many ladies. In all there were fully fifteen hundred persons present.

commodious passenger-cars attached to the powerful locomotive. A few minutes brought the company to the mansion of Mr. Hawley, at the Sulphur Springs, and they sat down to a most bountiful repast.

"After discussing the viands the meeting was entertained by addresses from Mayor Kennett, the president of the railroad company, Mr. Allen, Dr. Shelby, the then Speaker of the House of Representatives of the State, the Hon. Edward Bates, James H. Lucas, Esq., Mr. Halliburton, member of the House of Representatives from Linn, Mr. Tarver, Mr. O'Sullivan, the then engineer of the road, who commenced the work in connection with Mr. Kirkwood, the first engineer, and who was most flatteringly toasted by the company. The health of Mr. Williams, who ran the first locomotive, was also received with cheers. Mr. Labeaume gave 'the Governor of the State and the aid he has given this and other internal improvement enterprises,' and expressed the hope that his successor would prove as favorable to their consummation. This sentiment was received with much enthusiasm. Mr. Loughborough and many other early friends of this road were toasted.

"The day was remarkably fine, and at the appointed time (railroad time) the company, with several hundred who had come out on the second train, returned to the city. Everything worked well, and for a new road, we say advisedly that there is not a better built road in the Union."—*Republican*, Dec. 10, 1852.

"Much of the latter part of the road," says a contemporary account, "had not been used before,—in fact, some of the rails had not been laid until that morning,—and still we arrived at Franklin before two P.M. The actual running time, as kept by some of the passengers, was one hour and fifty-one minutes, a fair speed for a new, partially unballasted and untried road."

A collation was served, after which Charles D. Drake proposed the health of the president of the company, Thomas Allen. In Mr. Allen's absence, Hon. L. M. Kennett responded in an address highly eulogistic of Mr. Allen's services in behalf of the enterprise. In the course of his address Mr. Kennett congratulated his hearers on the fact that the cars were of St. Louis manufacture, "drawn by a locomotive made in St. Louis, and by St. Louis mechanics, Messrs. Palm & Robertson, to whose enterprise and public spirit the company, and the citizens of St. Louis generally, are indebted for so important a movement towards our city's advancement to wealth and prosperity."

The actual cost of the division was set down by Mr. Kennett as being "a trifle over one million six hundred thousand dollars." At this time the two divisions of the main stem, towards Kansas, had been located, and were under construction as far as Jefferson City, eighty-eight miles from Franklin.

Addresses were also made by Hon. John How, mayor of St. Louis, Hon. Edward Bates, J. D. Stevenson, R. S. Elliott, William Palm (of the firm of Palm & Robertson, who built the first locomotive in St. Louis), A. S. Mitchell, P. B. Gareschè, William L. Williams, James Conran, Henry Cobb, Charles S. Rannals, and others.

The president, Mr. Allen, who had devoted his time and energies to the starting of the enterprise, the first year without pay, and during the last at a salary of fifteen hundred dollars per annum, willing still to make sacrifices for the cause, and desirous of attracting public attention at once to the necessities of the case and to propitiate all opposition, if any, on the score of long continuance in office, tendered his resignation, which was accepted at a meeting of the board of directors on April 30, 1854, which at the same time passed a unanimous indorsement of his entire action in the affairs of the company. After Mr. Allen's resignation had been accepted, Hudson E. Bridge was elected president of the company, and Henry L. Patterson vice-president. At an election held about this time the question of making a subscription on the part of St. Louis County to the amount of one million two hundred thousand dollars to the capital stock of the company was decided affirmatively by a

vote of three thousand four hundred and twenty yeas to one thousand three hundred and thirty-three nays.

The work of construction from Franklin westward was prosecuted with unremitting energy, and on the 1st of November, 1855, the road was opened to Jefferson City.¹ This event was the occasion of a catastrophe which resulted in great loss of life, and caused universal distress and mourning in St. Louis. It has ever since been known as the Gasconade Bridge disaster, and occupies a position of melancholy prominence in the history of the city.

The train, which consisted of fourteen passenger-cars, started from the Seventh Street Depot, St. Louis, on the morning of Thursday, November 1st, with the mayor and City Council of St. Louis, Company A of the St. Louis Grays, and the National Guard, with the band attached to the latter, and a number of invited guests, the whole party numbering between six and seven hundred persons. There had been heavy rains the night before, and the weather was still inclement, but the train proceeded in safety until the Gasconade River was reached, when the bridge across the stream gave way, and ten of the cars were precipitated a distance of twenty-five or thirty feet. The locomotive, from all appearances, had reached the edge of the first pier when the structure gave way, and in falling reversed its position, the front turning to the east and the wheels upward. On the locomotive at the time were the president, H. E. Bridge, T. S. O'Sullivan, the chief engineer of the road, and several employés. Mr. Bridge escaped, but Mr. O'Sullivan was killed. The road entered the bridge with a curve, and this circumstance, perhaps, prevented the disaster from being more fatal, as the cars thereby were diverted, and thus prevented from falling in a general *mêlée*. The baggage-car, next the engine, went down easily, without causing any serious casualty. The first and second passenger-cars followed, and in these several were killed, and a great number more or less mangled. In the third car one or two were killed only. This car, although in a dangerous position and almost entirely demolished, was less fatal to life and limb. In the fourth and fifth cars a great many were fatally injured and several instantly killed. The other cars of the train followed swiftly on their fatal errand, and the loss of life, with contusions more or less severe, was dreadful. Some of the cars plunged on those beneath them with their ponderous wheels, and crushed or maimed the unfor-

¹ On the 10th of February, 1855, the road was opened to Washington, fifty-five miles; and on the 6th of August, 1855, to Hermann, eighty-one miles.

tunate persons below. Others hung upon the cliff in a perpendicular position, and two or three turned bottom upward down the grade. Only one, the extreme rear car, maintained its position on the rail.

"When we take into consideration the fall of thirty feet in front to the bed of the river," says the *Republican*, in its account of the disaster, "and the high embankment on either side of the track, covered with stone,—the ponderous cars themselves capable of grinding each other into fragments,—the wonder is increased that so few were killed outright or fatally wounded. There is hardly a position in which a car could be precipitated from the track at the point named that gives a reasonable hope of escape, and yet although seven out of the ten of which the train was composed plunged headlong down the abutment, and then others rolled over the grade, containing five to six hundred passengers, we have only the report of twenty-five killed and mortally injured.

"As soon as the crash was over a moment of painful silence ensued, and then issued from the wreck the groans of the wounded, the supplications of the imprisoned, the screams of the agonized, while here and there might be observed the upturned face of the dead, mangled and clotted with blood, or the half-buried forms of others whose spirits had passed away forever. To add to the horror of the scene, a storm of lightning, thunder, and rain arose of the severest description."

Drs. McDowell and McPherson happened to be on the train, and rendered efficient aid to the wounded.

Couriers were dispatched forthwith to Hermann for another train, and in an hour or less the wounded were in comfortable cars on their way to the city.

The following is a list of the killed and injured :

Killed.—A. L. Chappell, Rev. A. Bullard, B. B. Dayton, Cyrus Melvin, Mann Butler, Thomas Grey, Rev. Mr. Teasdale, S. Best (fireman), Patrick Barry (wood-passer), T. J. Mott (representative of Dunklin County), Thomas S. O'Sullivan (chief engineer), E. C. Yosti (firm of Shields & Yosti), Capt. C. Case, E. C. Blackburn, J. A. Ross (firm of Ross & Gillum), — Athey (late assessor of St. Louis), Henry Chouteau (of the firm of Chouteau & Vallé), Capt. O'Flaherty, Joseph Harris (of St. Louis County), E. B. Jeffrees (representative of Franklin County), Adolph Abeles, George Eberle, William L. Lynch, R. M. Dubois, H. W. Huhn, Joseph A. Finnegan, Mr. McCulloch (of Dunklin); one body, left at the Gasconade; one body, identified at Hermann, name unknown.

All of the above not otherwise specified were residents of St. Louis.

Wounded.—Hon. Washington King, mayor of St. Louis, badly cut.

F. L. Billon, arm broken.

Carlos S. Greeley, slightly injured.

L. M. Kennett, slightly injured.

Judge Wells, United States District Court, slightly injured.

John M. Wimer, badly hurt.

Henry C. Hart.

George K. Budd.

Francis Lanc, leg broken.

James Mullery, slightly injured.

D. H. Armstrong, right arm broken.

Capt. Connelly, right leg injured.

Wilson Primm, bruised about the head.

John Schuetze, not seriously hurt.

Edward Colston, badly cut on head.

S. J. Levi, bruised about face.

L. A. Benoist, leg hurt.

Judge Thomas, of Bridgeton, face injured.

John J. Hoppe, face cut.

Wayman Crow, leg bruised.

Peter Ochman, badly bruised.

Mr. Dyson, firm of Taylor & Dyson, lower jaw broken, and otherwise badly injured.

John C. Ivory, much cut and bruised.

William Lindsey, shoulder out of joint.

John K. Field, firm of Beardslee & Field. Mr. Field went out the day after the accident, having heard that his brother was seriously injured at the Gasconade Bridge. He failed to get across Bœuff Creek before the bridge there was washed away. Afterwards he crossed the river, took a hand-car, and was at work on it when his coat was caught in the wheel and he was thrown out. The wheel passed over him, doing him very serious injury, principally about the face.

W. H. Tucker, the engineer on the locomotive, had his legs badly bruised.

William D'Ench, right arm broken.

Julius Bush, face cut badly.

John Neidenhofer, face bruised.

James McDermott, leg broken.

A number of others were more or less seriously hurt.

The masonry of this bridge was of the most substantial kind, and had stood every test applied to it without damage in any shape whatever. The wooden superstructure—trestle-work—was put up by Stone, Boomer & Co., men of great experience in bridge-building in the West.¹

¹ In view of the distressing nature of the calamity, the mayor of St. Louis, Hon. Washington King, determined to set apart a

It having become apparent that the cost of the proposed railroads in Missouri had been underestimated, the Legislature on the 10th of December, 1855, enacted that the State bonds might be issued to the railroad companies in the proportion of two dollars of loan advanced for one expended by the stockholders, and thus granted the further sum of two millions to the main trunk line of the Pacific Road. The act also created and established a Board of Public Works, consisting of three persons, not stockholders, to be (after the first appointed by the Governor) elected by the people for four years, the first election in 1856, and further required each railroad company to set aside and pay to the State treasurer every year, on State bonds thereafter to be issued, one and one quarter of one per cent. on each thirty-year bond, and two and one-half per cent. on each twenty-year bond sold or hypothecated. The treasurer of the State and the treasurer of each railroad company for the time being were made commissioners of the sinking fund thus created, and each company was required to pay to the State treasurer the semi-annual interest on the bonds issued to them thirty days before the coupons should fall due. The State treasurer was required to select one place in the city of New York for the payment of the interest on all the bonds issued by the State, and to give public notice thereof thirty days in advance.

James H. Lucas was elected president of the Pacific Railroad Company in March, 1856, but resigned about a month afterwards, when William M. McPherson was elected president in his place, and Edward Miller soon after was made chief engineer. Mr. McPherson continued to serve as president until March, 1858, when Hon. John M. Wimer was elected in his place.

By an act approved March 3, 1857, the State

agreed to guarantee the bonds of the Pacific Railroad Company, issued as authorized by the act of Dec. 10, 1855, upon a mortgage of lands on the Southwest Branch, in sums of \$100,000 each, to an amount not exceeding \$4,500,000, the first \$100,000 to be issued upon evidence of a like amount of expenditure on that branch by the company, derived from sources other than guaranteed bonds, but the subsequent amounts were to be issued as fast as each given sum was expended. The Governor was also authorized to make such guarantees in larger amounts than \$100,000 at a time if expedient, and place them for sale in the hands of an agent to be appointed by him, etc.

The company was required to complete the Southwest Branch in four years, pay the interest, and hold the State harmless from her guarantee, or forfeit the branch road, lands, and franchises. The same act further provided that whenever the Pacific Railroad Company had expended five hundred thousand dollars west of Jefferson City, the Governor of the State should issue to them \$1,000,000, part of the amount granted by the act of Dec. 10, 1855, but not issued; and also granted a further loan of \$300,000 of the same amount, to be based upon a showing of half that sum expended from stock subscriptions west of Jefferson City. The act also granted the same company a further loan of \$1,000,000, to be issued in sums of \$100,000, the applications for them to be based upon proof of additional expenditure of half the amount derived from other sources than State bonds, and not included in any previous statement, and showing also that the proceeds of all the bonds issued under the act of 1855 had been expended in the construction of the road, the statement of expenditure to be exclusive of interest, discount, and commissions.

This law also provided that the work should progress continuously west, so as to leave no part unfinished beyond the reach of the means of the company, and postponed the payments into the sinking fund required by the act of 1855 until Jan. 1, 1859, when said payments were to commence and be made as before required, and within two years from that time the companies were to make full payment of all sums thus postponed. The same act of March 3, 1857, required the State geologist to make a thorough survey along the lines of all railroads aided by the State, and to report in detail to the president and directors "all the mineral, agricultural, and other resources which may affect the value or income of the road under their direction."

In consequence of the panic in the money market, the State bonds of Missouri, like many others, touched

day of fasting and prayer. He accordingly issued the following proclamation:

"TO THE CITIZENS OF ST. LOUIS.—In view of the awful and inscrutable dispensation of Providence, by which so many valuable lives were lost on Thursday last, I have deemed it proper to recommend, and as the mayor of the city I do hereby recommend and set apart Monday next, the 5th inst., and ask that it be observed universally as a day of cessation from all labor, as a tribute of respect to those who are most deeply stricken by this terrible blow, and a day of heartfelt thankfulness and gratitude to God by and on account of all who are saved from death.

"I recommend that all business houses be closed, and that all secular pursuits go unobserved on that day. I also request that the churches of all denominations be opened for religious worship on that day.

"WASHINGTON KING, Mayor.

"MAYOR'S OFFICE, ST. LOUIS, Nov. 3, 1855."

a low point in the fall of 1857, and many of the holders felt much alarmed. The act of Nov. 19, 1857, suspended the further issue and guarantee of bonds until March 1, 1859, with some exceptions, and among them four hundred thousand dollars were permitted to be issued to the Pacific Railroad to finish to Round Hill, and two hundred thousand dollars to carry the Southwest Branch to Moseley's. But it was agreed that whenever State bonds could be sold for ninety cents on the dollar, the Governor might issue five hundred thousand dollars for the Southwest Branch, and receive in exchange the same amount of guaranteed bonds. It was further provided that there should be deposited with the State treasurer a like amount of seven per cent. railroad mortgage bonds as collateral security, and as the latter bore seven per cent. interest and the former six, the company was required to pay the difference (one per cent.) into the State interest fund on the bonds so exchanged.

The Pacific Railroad was also required to deliver up all guaranteed bonds, and a like amount of State bonds, running twenty years and bearing six per cent. interest, were ordered to be issued and delivered to them. It was a singular fact that while State bonds sold readily, mortgage bonds, guaranteed by the State, could not be sold.

The Board of Public Works was required to attend all the meetings of the boards of directors and watch their proceedings. Full and ample provision was also made by the Legislature to meet at all times the accruing interest on the State bonds of Missouri.

The main (or Kansas) line of the Pacific Railroad was completed to Sedalia, and its Southwest Branch, afterwards the St. Louis and San Francisco line, to Rolla in 1861. The four years of the civil war retarded the efforts of the company to push forward the work of construction, and the effect upon the road was disastrous in the extreme. For much of the time in the use of the government, which only allowed the actual cost of transportation, and seriously injured by destruction of its depots and bridges by armed bands, the work was still pushed forward under the greatest difficulties, and in May, 1863, was extended to Dresden, in July, 1864, to Warrensburg, and was being pushed to Kansas City, when the great raid of Gen. Price, in the fall of that year, destroyed everything destructible between Franklin and Kansas City, inflicting a damage which exceeded a million of dollars. Nearly one mile of bridging was destroyed, including the Gasconade, Moreau, and Osage, and depot buildings, machine-shops, water-tanks, and wood-sheds were totally destroyed at Franklin, Gray's Sum-

mit, South Point, Washington, Hermann, California, Syracuse, Otterville, and many lesser points. Large portions of the track were torn up, and the entire road was a wreck.

Under military protection the work of repair and extension was continued, and the road was opened to Holden in May, 1865, and to Kansas City in September of that year.

Since its completion to Kansas City other roads have been completed to that point, but the Pacific Road has held its own in the contest for the commerce of the West. Its present connections with roads west and southwest are of the most intimate character, and cars run to and from St. Louis, without break of bulk, to every railroad point in Kansas and Colorado.

During the year 1878-79 the construction of the Sedalia and Fort Scott Railroad shortened the line between St. Louis and Fort Scott more than one hundred miles, and arrangements were completed for the running of freight and passenger trains, without break, between St. Louis and Fort Scott. The connecting link between Fort Scott and the main line of the Missouri, Kansas and Texas Railroad was completed in 1871, after which time freight and passenger trains ran, without break, to Chetopa and points in the Indian country.

Connections have been made between Pleasant Hill and Lawrence, by which the route to Denver was straightened and shortened. Roads from Sedalia to Lexington, from Holden to Paola and Emporia, Kan., and from Tipton to Versailles and Warsaw, in Missouri, have also been constructed.

Among the most active and liberal of the early promoters of this great enterprise was Edward Walsh. Mr. Walsh was born in County Tipperary, Ireland, Dec. 27, 1798. The family consisted of eleven children, who were trained to habits of industry and economy, and when old enough to work established in some employment. After being kept at school until twelve years old, Edward entered the store of a cousin, and remained there four years. He then went into business with his brother, who kept a mill and brewing establishment, and remained there four years. A letter from his cousin in Louisville about this time induced him to emigrate to America, and on the 7th of June, 1818, he arrived in New York, reaching Louisville in due season. In October, 1818, he removed to St. Louis, and subsequently settled in Ste. Genevieve County, where he built a mill and conducted a profitable business until 1824, when he sold out and started another mill in Madison County. This, too, he soon disposed of, and acting on the idea which he had



Ed Wash

long entertained that St. Louis was the best field for his energies, he finally removed to the city and settled permanently, engaging with his brother in the general merchandising business, under the firm-name and style of J. & E. Walsh.

In 1831 he also engaged in milling again, and ultimately conducted operations on a large scale, having three mills in constant operation. One of the three is still standing, at the corner of Florida Street and the Levee. It was built in 1827, and has made more flour than any mill in St. Louis.

The milling business succeeded as merchandising had done, and Edward Walsh next engaged in steam-boating on a large scale. It is estimated that he had half a million dollars invested in the business, and at one time he was interested in twenty-one vessels that were plying on the Western waters.

During this period his firm enjoyed almost the entire monopoly of the Galena lead business. There was then no Chicago to dispute the supremacy of St. Louis in that region.

When railroads began to be agitated, Mr. Walsh was among their most earnest and energetic promoters, being one of the first subscribers and original directors of the Missouri Pacific Railroad Company. He was also a subscriber to the stock of the North Missouri Railroad and the Ohio and Mississippi Railroad Companies, and was one of the originators of the present street railway system.

Mr. Walsh assisted in numerous other public enterprises, and was one of the first directors of the old Bank of the State of Missouri, and a director in the old Missouri Insurance Company and Union Insurance Company. He was also one of the founders of the present Merchants' National Bank.

The successful management of such large and complex interests, down almost to the very day of his death, indicate a mind of uncommon strength, and Mr. Walsh's sound business judgment was recognized by all his contemporaries. The splendid success which he accomplished is his best monument. The young man who came to a new continent with neither friends nor patronage made his way by sheer force of character and industry to wealth and position, and when he died, on the 23d of March, 1866, he was mourned as one of the leading citizens of the State of his adoption.

Edward Walsh's brother, John Walsh, with whom he was so long associated in business, and who died many years before him, was likewise noted for his business talents and lofty integrity. He was also widely known for his benevolence and charity, which endeared him to a very large circle of friends, and

still keeps his memory green in the minds of the people of St. Louis. Edward Walsh was also of an eminently charitable and benevolent character, but many of his benefactions were private and were never known. He was particularly friendly and generous to immigrants, especially his own countrymen, many of whom, being destitute, he helped to become prosperous business men, and who not infrequently testified their gratitude to Mr. Walsh by the presentation of some elegant and costly token.

Although frequently tendered political honors and preferment, Mr. Walsh uniformly declined, having no aspirations in that direction. He was, however, a warm friend and admirer of the Hon. Thomas H. Benton, and wherever his (Benton's) interests were involved he labored actively and unselfishly for their promotion.

Edward Walsh was twice married,—first in 1822 to Miss Maria Tucker, and secondly, Feb. 11, 1840, to Miss Isabelle De Mun, daughter of Julius De Mun. She died May 26, 1877. Mr. Walsh left six children, viz.:

Ellen, who became the wife of Solon Humphreys, of New York, president of the Wabash, St. Louis and Pacific Railway.

Julius S. Walsh, of whom a sketch appears elsewhere in this work.

Marie C., who became the wife of B. M. Chambers, now a resident of St. Louis County.

J. A. Walsh, president of the Mississippi Glass Company.

Edward Walsh, Jr., president of the Pilot Knob Iron Company.

Daniel E. Walsh, ex-president of the People's, Tower Grove and Lafayette Railway Company.

In 1866 the Southwest Branch of the Missouri Pacific Railway was taken possession of by the State for non-payment of interest on the State subsidy, and sold with the lands in the same year to the Atlantic and Pacific Railroad Company, which company in 1872 leased the line of the old company. The two roads were operated under one management until Sept. 6, 1876, when the Pacific Road was sold, under process of foreclosure of the third mortgages, and conveyed by the purchasers to the present company, incorporated as the Missouri Pacific Railroad Company, Oct. 21, 1876, with a share capital of \$3,000,000. The amount of old indebtedness prior to the third mortgage, and assumed by the new company, was \$13,700,000.

By articles of association filed Aug. 11, 1880, the Missouri Pacific was consolidated (still retaining the same name) with the St. Louis and Lexington, the

Kansas City and Eastern, the Lexington and Southern, the St. Louis, Kansas and Arizona, the Missouri River, and the Leavenworth, Atchison and Northwestern Companies. The authorized share capital of the consolidated company was \$30,000,000; amount issued to carry out consolidation, \$12,419,800; the funded debt of the new company, including three of the present lines, was \$19,259,000. The Missouri, Kansas and Texas Railway was leased to the Missouri Pacific Railway Company on the 1st of December, 1880, the rental being the net earnings of the leased line, which for 1881 amounted to \$1,911,673.93. The Missouri Pacific Railway operates the Central Branch, Union Pacific Railroad, accounting to the Union Pacific, which owns it, for the net earnings.

During 1881 the Missouri Pacific Railway acquired the ownership of the railroad, branches, and property of the St. Louis, Iron Mountain and Southern Railroad Company by the exchange of three shares of its capital stock for four shares of that of the St. Louis, Iron Mountain and Southern Railroad. The International and Great Northern Railroad of Texas was absorbed by the Missouri, Kansas and Texas Railroad of Missouri by the exchange of one share of the stock of the former for two shares of the stock of the latter. According to the report for the year ending Dec. 31, 1881, the condition of the Missouri Pacific Railroad was as follows:

Rolling stock: Locomotive engines, 134; cars, passenger, 78, baggage, mail, and express, 28; cabooses, 81; freight (box, 2318; stock, 551; platform, 132; coal, 1138), 4139; total revenue cars, 4326; service cars, 24.

Operations for the year: Trains run (passenger, 1,109,793; freight, 2,940,078), 4,049,871 miles; total engine service, 4,220,241 miles; passengers carried, 1,017,507; carried one mile, 59,132,107; average fare, 2.48 cents; freight moved, 2,712,634; moved one mile, 368,817,609 tons; average rate, 1.30 cents.

The earnings (774 miles) were: From passengers, \$1,472,150.13; freight, \$4,806,913.67; mail and express, \$29,281.01; miscellaneous, \$2,067,612.99, total (\$11,164.03 per mile), \$8,640,957.80.

Expenditures: For maintenance of way, \$1,043,655.78; rolling stock, \$1,268,204.31; transportation, \$1,047,254.58; miscellaneous and taxes, \$269,040.17; total (\$4,687.54 per mile), \$3,628,154.84.

Net earnings, \$5,012,802.96; dividends (April, July, October, and Dec. 31, 1881, 1½ per cent. each), \$1,524,167.11.

The general balance sheet presented Dec. 31, 1881, showed,—

Construction and equipment.....	\$33,555,939.10
Real estate.....	73,766.99
Stocks and bonds.....	20,300,866.53
Material and fuel.....	1,091,763.44
Current accounts.....	6,463,138.66
Cash on hand.....	585,540.16
Total assets.....	\$62,071,014.88
Capital stock.....	\$29,955,375.00
Funded debt.....	20,664,000.00
Sundry accounts.....	6,941,926.77
Bills payable.....	451,956.64
Profit and loss.....	4,057,756.47
Total liabilities.....	\$62,071,014.88

The increase in share capital during the year (\$17,534,575) was due wholly to the issue made in the purchase of the St. Louis, Iron Mountain and Southern Railroad. The statement of the funded debt, Dec. 31, 1881, showed that there were \$48,195,000 of authorized bonds, and that the outstanding indebtedness amounted to \$20,664,000.

The Missouri Pacific now forms part of the great system of railroads controlled by Jay Gould and his associates. Its directors (elected March 7, 1882) are Jay Gould, Russell Sage, Sidney Dillon, W. F. Buckley, Thomas T. Eckert, George J. Forrest, George Gould, A. L. Hopkins, H. G. Marquand, Samuel Sloan, all of New York; F. L. Ames, South Easton, Mass.; S. H. H. Clark, Omaha, Neb.; R. S. Hayes, St. Louis. Jay Gould, president; R. S. Hayes, first vice-president; A. L. Hopkins, second vice-president; A. H. Cafef, secretary, New York; W. M. Arnold, assistant secretary; A. A. Talmage, general manager; A. W. Dickinson, superintendent; D. Brock, master of transportation; J. C. Brown, general solicitor; T. J. Portis, general attorney; D. S. H. Smith, local treasurer; C. G. Warner, general auditor; F. Chandler, general passenger and ticket agent; C. B. Kinnan, assistant general passenger agent; J. L. G. Charlton, assistant general ticket agent; S. Frink, general freight agent; G. W. Cole, assistant general freight agent; J. J. Rogers, assistant general freight agent; J. Hewitt, superintendent machinery; J. W. King, paymaster; R. B. Lyle, purchasing agent, all of St. Louis. M. Bullard, superintendent telegraph, Sedalia; A. G. Easton, car accountant, Sedalia; W. P. Andrews, general baggage agent, St. Louis; J. Hansen, general agent, St. Joseph; L. H. Nutting, general Eastern agent, New York.

Missouri Division: Warder Cumming, superintendent, Sedalia; A. M. Hager, assistant superintendent transportation, St. Louis; C. L. Dunham, superintendent, Atchison Section, Western Division, Kansas City.

Kansas and Texas Division: T. M. Eddy, superintendent, Sedalia, Mo.; T. G. Golden, assistant su-

perintendent transportation, Denison, Texas; C. V. Lewis, division freight agent, Parsons, Kan.

Central Branch Division.—W. W. Fagan, superintendent, Atchison, Kan.; M. L. Sargent, assistant general freight agent, Atchison, Kan.

The practical operation of this vast railway system, with all its ramifying lines and branches, is confided to the experienced and skillful hands of the general manager, Mr. Talmage. Archibald Alexander Talmage was born in Warren County, N. J., April 25, 1834. His father (an Englishman by descent) was pastor of a Presbyterian congregation, and was assisted in his responsible duties by a noble wife, in whose veins flowed some of the purest blood of Scotland. Born under these favorable auspices, young Talmage enjoyed every opportunity for acquiring a sound rudimentary education, and improved his advantages so well that at the comparatively early age of fifteen he had passed through the curriculum of the High School and the academy with more than usual credit. Desiring to be independent, he then left home and spent three years in a country store at Goshen, N. Y., where he became somewhat familiar with the routine of general business and obtained his first glimpse of active commercial life. The lessons learned in this capacity no doubt proved invaluable in moulding the future character of the man and in giving him habits of method and organization, which qualified him in an eminent degree for performing the duties of freight clerk in the freight department of the New York and Erie Railway, on which he entered when eighteen years of age, and where he remained one year, displaying during that brief period a precocious talent and an adaptability for railroad work which were highly satisfactory to his superiors. He next spent some months in a wholesale hardware establishment in New York City, but the business hardly suited him, and in 1853 he removed to Chicago and obtained employment with the Michigan Southern Railroad as freight clerk. Within sixty days, however, he was transferred to Monroe, Mich., and soon after to Toledo, Ohio, where he remained until August, 1858, during the last two years in the responsible position of train-master, directing all trains on the Toledo Division of the road, and having charge of all employés at that point.

In his twenty-fifth year he removed to St. Louis and engaged as passenger conductor on the Terre Haute and Alton Railroad, displaying the same force of character, the same energy, and the same ready tact which characterize his present management, and his superior abilities in the transportation department being generally conceded by all with whom

he was brought in contact. In April, 1864, he was appointed assistant superintendent of the road between East St. Louis and Terre Haute, and infused into the management new energy and method; but in consequence of a want of harmony between himself and his chief, he resigned in October, 1864, and accepted a position as master of transportation of the military roads controlled by the United States government east and south of Chattanooga. Within thirty days he was appointed superintendent of the same lines, and remained in absolute charge of them until at the close of the war the government turned them over to the civil authorities. He was then appointed general superintendent of the East Tennessee and Georgia Railroad, and remained busily engaged in its reorganization and reconstruction until the fall of 1868, when he was invited by Mr. Herkimer, general superintendent of the Indianapolis and St. Louis Railway Company (which had leased the Terre Haute and Alton Railroad) to resume the assistant superintendency, which he had resigned in October, 1864. Here he displayed such marked ability that in October, 1870, he was appointed Mr. Herkimer's successor, the late Col. Thomas A. Scott asserting that "A. A. Talmage was the best railroad manager in the West." In this position his abilities became more widely known and recognized, and hence it was not surprising that in March, 1871, he was requested to transfer his sphere of operations to the west side of the Mississippi River and to become general superintendent of what was then known as the Atlantic and Pacific Railroad, running from Pacific to Vinita. In December of the same year the general superintendence of the Missouri Pacific was intrusted to him, and for a period of over eleven years, with the exception of a few months in 1876, he has remained in active charge of what may be truly considered the most valuable railroad property west of the Mississippi River. In this position he enjoys the implicit confidence of those who are recognized as being among the shrewdest and most far-seeing railway managers in the United States. His retention in so responsible a position as that of general transportation manager of the Missouri Pacific Railway and its comprehensive system, covering about six thousand miles of railway, for so long a period, is the best possible evidence of his success. He certainly occupies a foremost place among those truly great and public-spirited men who have been instrumental in building up that unrivaled transportation system west of the Mississippi River. There can be no question as to the indomitable energy, versatility, and executive ability of one who,

in the prime of physical and mental strength, has raised himself to a standard of influence incomparably superior to that which is occupied by any operating executive officer in the Western States.

In 1868, Mr. Talmage was married to Miss Mary R. Clark, the accomplished daughter of the Rev. James Clark, D.D., of Philadelphia, Pa. The Rev. T. De Witt Talmage, D.D., the brilliant pulpit orator of Brooklyn, N. Y., is his cousin.

The great Pacific Railroad across the continent was completed May 10, 1869, and railroad communication was opened between the Atlantic and Pacific coasts two days later, May 12, 1869. At a meeting of the Missouri Historical Society, held on the 4th of June, 1869, the following, on motion of Gen. Ranney, was adopted for the purpose of being placed on record:

"One of the great Pacific Railroads over the continent from east to west was finished May 10, 1869.

"One of our merchants, James H. Gibson, made over it the first importation of tea from China to St. Louis, which was only thirty-seven days in transit."

The Missouri Pacific or Southwestern system, as it is called, operated under one management, or rather one interest, consists of the Missouri Pacific, the Iron Mountain, the Texas Division of the Missouri Pacific (formerly the Missouri, Kansas and Texas), the Texas and Pacific, and the International and Great Northern Railroads, covering five thousand nine hundred and forty-four miles of railway directly in the interests of St. Louis. The region drained by this system covers the whole country from the Mexican frontier to the Mississippi, from Omaha to the gulf. New lines are being built in many parts of the Southwest. One of the principal roads in this system now under construction is the Fort Worth and Denver Road, which is now finished to a point called Henrietta, one hundred miles northwest of Fort Worth. It stretches across the country towards Pueblo, in Colorado, whence the trains will run into Denver over the Rio Grande Railroad for the present. This line will be nearly six hundred miles in length, and will be pushed rapidly to completion.

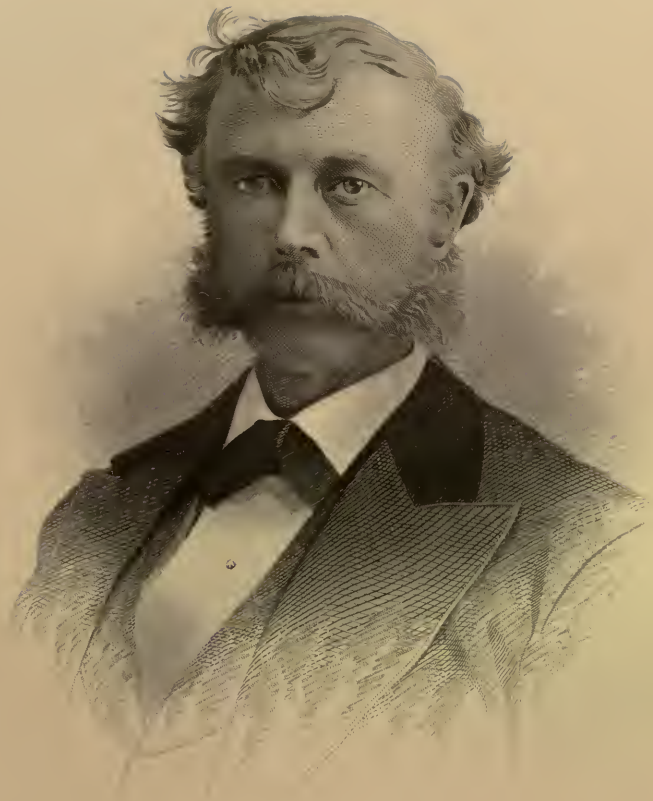
The southern point of this system is Laredo, on the Rio Grande, reached by the International and Great Northern Railroad, where connection is made with the Mexican Railroad (narrow-gauge), now in course of construction towards the city of Mexico. The latter is being built from both ends,—Laredo and the city of Mexico. In time the International Road will itself have a standard gauge connection through to the city of Mexico, though the work as projected is at a standstill on account of certain compli-

cations that have arisen within the past few months in Texas. The Mexican National Road has many branches in the republic of Mexico, and before two years shall have elapsed the system will embrace something like eighteen hundred miles, giving St. Louis direct communication with all the principal cities of that country and the mining regions. St. Louis will not only have opened to her merchants and manufacturers a valuable trade, but, owing to her splendid railway connections, will have advantages which, if properly taken hold of, will secure the bulk of the business to be derived from Mexico.

To the westward the Texas and Pacific meets the Southern Pacific at Sierra Blanca, a point a short distance east of El Paso, and in connection with the Iron Mountain these roads form a through route to San Francisco and points on the Pacific coast. To the southeastward from Marshall the Texas Pacific is completed to New Orleans, the extension being known as the New Orleans Pacific, and thus does the Southwestern system have its own through line to New Orleans. Before many months St. Louis will have direct rail connection with New Orleans on the west bank of the Mississippi River. This line will soon be almost a bee-line between the two cities by the completion of the line of the Iron Mountain Road, now being pushed as rapidly as possible through Eastern Arkansas from a point known as Knoble, on the Iron Mountain Road, in Arkansas, to Alexandria, La., on the Texas Pacific, and now finished to Forest City. This system, while tending to draw trade to St. Louis, of course brings St. Louis into competition with the cities of New Orleans and Galveston, and the course of trade will depend upon the inducements offered by the different cities for it.

This Southwestern system, as previously indicated, is a part of the Gould system, which embraces in addition to the roads named the Wabash, St. Louis and Pacific Railroad system, both east and west of the river. This powerful combination is considered as advantageous to St. Louis, and the policy heretofore pursued has been in the interests of the city. It is understood that the interests of the two are identical in many respects, and that the true interests of this vast system will be to make St. Louis its grand centre. As far as can be known, this has been the policy of the management up to this time, and St. Louis is recognized as the headquarters of this vast interest, all the general offices being located here.

The Missouri Pacific on May 1, 1882, extended its line northward on the west bank of the Missouri River from Atchison, Kan., to Omaha, Neb., making direct connection through Kansas City between Omaha and



yours Truly
A. J. Talway

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St. Louis. Various other extensions of its branches have been and are being made.

The mileage of the Missouri Pacific at this writing (Jan. 1, 1883) is as follows:

	Miles.
Main line, St. Louis <i>via</i> Kansas City, to Omaha.....	496
St. Joseph Extension.....	21
Carondelet Branch.....	11
Lebanon Branch.....	40
Glencoe Branch.....	4
Boonville Branch.....	44
Lexington Branch.....	55
Lexington and Southern Division.....	132
Kansas and Arizona Division.....	135
Kansas City and Eastern Division.....	32
Warsaw Section.....	42
Kansas and Texas Division, main line, Hannibal, Mo., to Denison, Texas.....	575
Neosho Section.....	157
Mineola Section.....	103
Fort Worth and Waco Sections.....	230
Dallas Extension.....	38
Jefferson Branch.....	155
Central Branch Division, main line, Atchinson to Lenora, Kan.....	293
Washington Branch.....	7
Republican Branch.....	31
Jewell Branch.....	43
South Solomon Section.....	24
Total Missouri Pacific proper, with Missouri, Kan- sas and Texas Division.....	2718

The Iron Mountain Road is the next most important factor in this system. The main line runs from St. Louis to Texarkana, on the border, between Arkansas and Texas, while from Bismarck a branch leads to Belmont, on the Mississippi, opposite Columbus, Ky., at which point connection is made with the system of roads east of the Mississippi River.

The Iron Mountain and Helena is forty-three miles in length, and was but recently acquired. It will be a most valuable feeder. It extends from Helena to Forest City.

The Galveston, Henderson and Houston Road, fifty miles in length, and running between the cities of Galveston and Houston, was recently purchased by the Gould system, and henceforth will be operated as a part of the International and Great Northern Railroad.

The Atlantic and Pacific Railroad, originally the Southwest Branch of the Missouri Pacific Railroad, was endowed December, 1852, by the State, with one million two hundred thousand acres of land, and with an appropriation of one million dollars of State bonds. In the spring of 1853 the president of the Missouri Pacific, who was then in New York, entered into a contract with Diven, Stancliff & Co. for the construction of the whole Southwest Branch. In December, 1855, the Legislature passed an act transferring to the main line the one million dollars before authorized for the Southwest Branch. The company was also authorized to mortgage a million acres of their lands and those

of the Southwest Branch, and issue their own bonds thereon to the extent of ten million dollars, to aid them to construct that branch, the State agreeing to guarantee three million dollars of the company's bonds, the proceeds to be expended on the first one hundred and fourteen miles of the Southwest Branch, reaching from Franklin to a point beyond the Gasconade River; but the company was required to expend fifty thousand dollars, to be derived from other sources, for every one hundred thousand dollars of bonds to be guaranteed. This act required the First Division of the branch to be completed within three years from its date, under penalty of forfeiture of the road to the State, with its lands and franchises, by operation of law, subject only to the mortgage above mentioned. The law also extended the privileges of actual settlers on railroad lands, by granting them rights of pre-emption at two dollars and fifty cents per acre to the extent of fifteen miles from the road.

From 1854 to 1861 the State contributed two million dollars more to its construction. As the condition of its several contributions to the funds of the Southwest Branch, amounting to five million dollars, the State of Missouri had stipulated for the forfeiture to it of the road, its lands, franchises, etc., in case of failure on the part of the company to pay the interest on the bonds issued by the State.

Such failure having been made, on Feb. 19, 1866, the Governor took possession of the road as State property, and by act of the Legislature its name was changed to the "Southwest Pacific Railroad," and the property was offered for sale. It was bought by Gen. J. C. Fremont at one million three hundred thousand dollars, payable one-fourth cash, the balance in four annual installments, and under the obligation to expend five hundred thousand dollars in its extension the first year. Fremont and his associates failed to comply with this agreement. He, however, succeeded in completing the road to the Gasconade River, at Arlington, or thirteen miles, but encumbered the property with debts to a large amount. He took possession June 14, 1866, and was dispossessed by the Governor, under the terms of the sale, June 21, 1867.

While Fremont and his associates, one of whom was Levi Parsons, were in possession of the property, they procured from Congress the charter of the Atlantic and Pacific Railroad Company. This charter contemplated one hundred million dollars of capital, granted forty sections, or twenty-five thousand six hundred acres, of land per mile in the Territories, and twenty sections, or twelve thousand eight hundred acres, per mile in the State through which its line

might pass; provided for a railroad from Springfield, Mo. (thus tapping the charter of the Missouri Company), to the Pacific Ocean, with a branch in the Indian Territory from Van Buren, Ark., to an intersection with the main line on the Canadian River; and further provided for the consolidation of the company to be formed under this charter with any other (to wit, the Missouri Company) which might have been chartered over the same route or any part thereof. This charter was passed July 27, 1866.

Before the proprietors of this great enterprise had time to realize from the speculation, their power in the premises was broken to a degree by the loss of their control over the Missouri portion of the road, once more the property of the State. Andrew Peirce, Jr., F. B. Hayes, and their associates, having been losers as holders of bonds issued under the Fremont *régime*, which were apparently rendered worthless by the forfeiture of the property to the State, associated themselves together under a new act of the Missouri Legislature, organizing the South Pacific Railroad Company, and to this new company the State made almost a clean donation of all the road already completed, unsold lands, etc., on certain stringent conditions, to wit:

1st. The company was required to spend \$500,000 the first year to complete the road to Lebanon in two years, to Springfield in three years and six months, and to the State line by the 10th of June, 1872.

2d. They were to deposit \$1,500,000 in cash in the State treasury, which they were to be allowed to withdraw only in sums of \$100,000, as the same might be expended in extending the road.

3d. They were required to give a bond in the sum of \$1,000,000 for the faithful performance of the contract, and for the payment of \$300,000 to the State in three annual installments.

These conditions having been complied with, and an excess of \$200,000 over the sum required having been deposited with the treasurer, the South Pacific Company took possession June 30, 1868, and completed the road to the several points mentioned in from twelve to eighteen months less time than was required by their contract with the State.

The "Atlantic and Pacific," chartered, as above mentioned, July 27, 1866, was duly organized in October, 1866, and Gen. Fremont chosen president on June 11, 1868. The property having meanwhile been encumbered by the indorsement of some \$3,000,000 bonds issued by the Southwest Pacific, the control of the company passed into the hands of the same parties who owned and controlled the South Pacific Railroad Company, and on Oct. 21, 1870, the said South

Pacific Company sold and conveyed its entire property to the Atlantic and Pacific. Thus the entire property and franchises of all these companies became merged in one under the liberal Federal charter granted to the Atlantic and Pacific, who thus owned not only what the stockholders had bought and paid for, but what has cost the State of Missouri and county of St. Louis over \$6,000,000 in securities to its predecessors.

The **St. Louis and San Francisco Railway Company** is the successor of the Southwest Branch of the Missouri Pacific, which, as we have seen, was sold in 1868 to purchasers who were incorporated as the South Pacific Railroad Company. The latter corporation completed the road to Lebanon, seventy-one miles, in 1869; to Springfield, fifty-six miles, in May; and to Peirce City, fifty miles, in October, 1870. At this date the Atlantic and Pacific Railroad Company purchased the road and completed it to Vinita, three hundred and sixty-four miles from St. Louis, where connection was made with the Missouri, Kansas and Texas Railroad. On the 1st of July, 1872, the Atlantic and Pacific Railroad Company leased the Pacific and Missouri, to which its line once belonged, and operated that road until November, 1875, when the Atlantic and Pacific was placed in the hands of a receiver. On the 8th of September, 1876, the road and lands of the company were sold under foreclosure of mortgages to the St. Louis and San Francisco Railway Company, and the corporation was reorganized under the latter name.

Few Western roads have made the rapid progress that the St. Louis and San Francisco has. Up to the time of its extension to Springfield, in the southwestern corner of Missouri, its business was comparatively small. No sooner had the country of the Ozarks been reached than the road began to rise in importance, and to-day it is regarded as one of the most valuable roads of the St. Louis system. Several years ago the branches to Carthage and other parts of Southwest Missouri were built; then the extensions were carried into Kansas. On June 8, 1881, the first passenger train that ever steamed its way through Benton and Washington Counties, Ark., went into Fayetteville, and opened up a most fertile portion of that growing State to St. Louis.

During last year the line was completed to Van Buren and Fort Smith, beyond the Boston Mountains into the Arkansas valley, where the finest of cotton is grown, as well as all kinds of grain and fruit, and coal of the best varieties abounds in inexhaustible quantities. The right of way has been secured through the Choctaw nation, and the survey made for the further extension of the road to Paris,

Texas, where it will some day form connections with the Houston and Texas Central and the Gulf, Colorado and Sante Fé Roads, two of the leading lines of that State, which will reach Paris by the time the St. Louis and San Francisco is finished to that point. The completion of the latter will give three competing lines to Texas, all under separate and distinct managements.

During last year the road was extended to Tulsa, in the Indian Territory, and is being rapidly pushed on to Albuquerque to meet the Atlantic and Pacific, which is jointly owned by the St. Louis and San Francisco and the Atchison, Topeka and Santa Fé Railway Companies. West of Albuquerque the road is in operation to Cañon Diablo, three hundred and twelve miles, and the grading is being rapidly done from the latter point to the Colorado River. The Southern Pacific, working eastward, has a large force grading from Mohave, and expects to have the line completed to the Colorado River by the time the Atlantic and Pacific reaches that point.

The mileage of the St. Louis and San Francisco at this time (Jan. 1, 1883) is in detail as follows :

St. Louis, Mo., to Halstead, Kan.....	533
Pierce City, Mo., to Tulsa, Indian Territory..	138
Plymouth, Mo., to Fort Smith, Ark.....	134
Joplin, Mo., to Girard, Kan.....	39
Springfield, Mo., to Sparta, Mo.....	27
Oronogo, Mo., to Galena, Kan.....	20
Total	891

On the 14th of March, 1882, the following persons were elected directors of the road: Leland Stanford, San Francisco, Cal.; Edward F. Winslow, Jay Gould, A. S. Hatch, C. P. Huntington, W. L. Frost, James D. Fish, and William F. Buckley, New York; Albert W. Nickerson, Boston, Mass.; Charles W. Rogers, R. S. Hayes, St. Louis. The executive officers of the company are Edward F. Winslow, president, New York; C. W. Rogers, first vice-president and general manager, St. Louis; James D. Fish, second vice-president, New York; T. W. Lillie, secretary and treasurer, New York; A. Douglas, auditor, St. Louis; John O'Day, general attorney, St. Louis; W. A. Thomas, Springfield, Mo., and J. R. Wentworth, Neodesha, Kan., division superintendents; D. Wishart, general passenger agent, St. Louis; T. E. Cassidy, general freight agent, St. Louis; W. H. Coffin, land commissioner, St. Louis; D. H. Nichols, master of transportation, Springfield, Mo.; James Dun, chief engineer, Springfield, Mo. The principal office of the company is located in St. Louis.

The St. Louis, Salem and Little Rock Railway, which reaches St. Louis by the St. Louis and San Francisco Railway, extends from Cuba to Salem, Mo.,

a distance of forty-one and five-tenths miles, with a number of small branches. The company was chartered Jan. 17, 1871, and the road was opened Oct. 15, 1873. The president of the company is A. L. Crawford, of New Castle, Pa.; Vice-President and Purchasing Agent, H. A. Crawford, St. Louis; Treasurer and Secretary, William Brewster, Erie, Pa.; Assistant Secretary and Treasurer, E. L. Foote, St. Louis.

Of the enterprising band of St. Louis capitalists who secured the completion of the Missouri Pacific and its Southwest Branch none was more ardent, self-sacrificing, or energetic than Daniel Randall Garrison. Mr. Garrison was born near Garrison's Landing, Orange Co., N. Y., Nov. 23, 1815. His father, Capt. Oliver Garrison, owned and commanded the first line of packets that ran between New York and West Point, early in the present century before steamboats were known. Capt. Garrison was of old New England Puritan stock, and his wife was of a Holland family that settled in New York at an early day. Her connections embraced such historic names as the Schuylers, Buskirks, and Coverts.

Young Garrison's youth passed without special incident until his removal with his father to Buffalo in 1829, where he obtained employment with Bealls, Wilkinson & Co., engine-builders, with whom he remained until 1833, when he went to Pittsburgh and was engaged in one of the largest machine-shops in that city. In 1835 he removed to St. Louis.

While he was in Buffalo, Daniel Webster visited the place, and young Garrison was one of three young men who presented the great "expounder of the Constitution" with an elegant card-table, as a testimonial of their indorsement of his tariff views. The table was a mosaic, composed of nearly every description of American wood, and was accepted by Mr. Webster with flattering acknowledgments. The admiration which Mr. Garrison thus early formed for the great statesman has continued undiminished ever since.

Upon arriving in St. Louis, Mr. Garrison secured employment at the head of the drafting department in the foundry and engine-works of Kingsland, Lightner & Co., and although less than twenty-one years of age, was soon distinguished as one of the ablest and most trustworthy mechanics in the city. This engagement continued until 1840, when, in connection with his brother, Oliver Garrison, he started in business as a manufacturer of steam-engines. Manufacturing establishments in the West were comparatively few at that time, and nearly all manufactured articles were brought from the East; but coal and iron existed in abundance in Missouri, and the Garrisons

reasoned that St. Louis presented many unsurpassed advantages as a manufacturing point. Their start was moderate, but as business prospered the capacity of their works was increased until nearly every kind of steam machinery in use was made by them. Their success had a stimulating effect on other enterprises of the kind, and gave a great impetus generally to the manufacturing interests of the city. During these years Mr. Garrison worked incessantly; all the drafting of the establishment was done by him, and every piece of work turned out passed under his personal inspection at every stage of its manufacture.

In 1848 the discovery of gold in California agitated the whole country, and a tidal wave of immigration swept westward. Believing that as the Pacific slope was settled a large market would be created for steamboat and mill machinery, the Garrisons immediately began to manufacture for that region, and Daniel was sent to California early in 1849, to supervise the introduction of their products. He went *via* the Isthmus; and upon his arrival at Panama found the discoveries of gold fully confirmed, and wrote to his brother Oliver at St. Louis to send on three engines immediately. These reached him in California in the fall of the year (1849), were quickly sold at a handsome profit, and were the forerunners of other extensive and profitable shipments of the kind.

One of the engines were sold to the Hudson's Bay Company, and Mr. Garrison went to Oregon to deliver it. Here was displayed a signal illustration of his fertility of resource in unforeseen emergencies. On the voyage the main couplings of the engine had been lost overboard, and it was necessary that Garrison should supply them; but since to order them from St. Louis would, in those days of slow-going sail-vessels by way of Cape Horn, have involved a protracted delay in the ordinary course of affairs, Garrison undertook to make the couplings himself. The nearest known iron ore was on the upper Willamette, a hundred miles or so distant, and the only way to get it down to him was by means of Indians and mules. This was done, however, and when the ore arrived Garrison had a blast furnace ready and made his iron and poured his casting. This is believed to have been the first iron manufactured on the Pacific coast. He also built the boat for his engine,—one hundred and eighty feet keel, twenty feet beam, and six feet hold,—also no doubt the first steamboat ever constructed on the waters of the Pacific.

Mr. Garrison returned to St. Louis in 1850, and soon after the brothers retired from the foundry, each having made an ample fortune. Daniel R. Garrison

then settled down upon his beautiful farm in West St. Louis, embracing a large tract in what is now the fashionable "Stoddard's Addition." This tract was covered with woods when Mr. Garrison established himself there, and through its shady recesses he and his neighbors had often hunted deer and other game. It is now traversed by handsome avenues, and is dotted with charming residences.

After a brief period spent in the enjoyments of country life, Mr. Garrison, at the earnest solicitation of his friends and many prominent citizens of St. Louis, undertook the task of completing the Ohio and Mississippi Railroad,—an enterprise partly finished, but just then in what seemed a most helpless and hopeless condition. The directory of the company embraced such strong men as George K. McGunagle, Judge Breeze, of Illinois; Col. Christy, Col. John O'Fallon, W. H. Belcher, H. D. Bacon, and Mr. Garrison himself. The others all turned instinctively to Mr. Garrison as the one man to lift the project out of the "slough of despond." First stipulating that he should have absolute power in the premises, he accepted the trust, and ultimately succeeded in finishing the work, but not without almost herculean labors in the face of obstacles that only those intimately acquainted with the circumstances can have any idea of. To Daniel R. Garrison, therefore, unquestionably belongs the honor of having completed the first railroad that connected St. Louis with the East. The completion of the road was a marked event in the history of St. Louis, and the merchants of the city gave Mr. Garrison a magnificent service of solid silver, as a testimonial of their appreciation of his invaluable labors.

Mr. Garrison continued to manage the Ohio and Mississippi until 1858, and then left it in fine condition. Meanwhile he had become interested in the Missouri Pacific Railroad Company. When the war broke out this road was finished from St. Louis to Sedalia, where it stopped, owing to lack of money to carry it forward. The enterprise was involved in the greatest embarrassments, and Mr. Garrison was appealed to to extricate it. He refused the presidency of the road, but was made vice-president and general manager, and, armed with full powers, succeeded in completing the road to Kansas City in the face of obstructions that seemed insurmountable. The war was in active progress at the time, and in Missouri hostile armies were continually fighting for the possession of the splendid domain through which the Missouri Pacific was to run. While the road was being built, therefore, he was placed between two hostile armies, and more than once he periled his life to push forward his great undertaking. As he was an uncompromis-



D. P. Garrison

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ing Union man, he repeatedly received warnings that his life was in danger, but these threats did not affect his composure in the slightest degree; he kept on, and before the war was over cars were running into Kansas.

In 1869 it was desired to reduce the gauge of the road from five and a half feet to the standard gauge, and in July of that year Mr. Garrison superintended the execution of the work. So complete were his arrangements that this great feat was accomplished in sixteen hours, without the slightest interruption to travel, over the whole distance from St. Louis to Kansas City.

Mr. Garrison remained as vice-president and general manager of the Missouri Pacific Railroad and its connections until 1870, when he retired. In 1874, however, he was elected vice-president and general manager of both the Missouri Pacific and the Atlantic and Pacific, and so remained until the sale of those great properties.

As a railroad man, Mr. Garrison had cultivated an enlarged view of the future of the Mississippi valley, and naturally regarding iron as the base of its prosperity, he interested himself upon his first retirement from the management of the Missouri Pacific in the organization of the Vulcan Iron-Works in South St. Louis, employing nearly one thousand men, and the first mill of the kind established west of the Mississippi. Very soon thereafter he and his friends built the Jupiter Iron-Works, one of the largest furnaces in the world, and still later he brought about a consolidation of the two interests under the title of the Vulcan Iron and Bessemer Steel-Works, which were owned principally by himself and his brother. For years he was managing director of these giant establishments, and conducted them with signal success. When he finally retired from the position a few months ago his employés presented him with a finely-engrossed testimonial expressive of their appreciation of his kindness as a humane and thoughtful employer, and of regret that the relations between master and men, so signally pleasant in every particular, were about to be sundered.

It would be difficult to name one who has done so much for the real prosperity of St. Louis and the West as has Mr. Garrison, and there are not many who, having accomplished so much, would take so modest a view of their labors as he does of his; for he is one of the plainest and most unassuming gentlemen of which the city can boast, and yet one of the most courteous and approachable. He is tall and of robust frame, is still capable of great physical and mental endurance, and possesses to a pre-eminent degree a

“sound mind in a sound body.” Upon scarcely any other man in St. Louis, and perhaps in the whole West, have rested such great responsibilities as frequently in his later career have devolved upon him. In every demand made upon him he has shown the finest executive ability. It has been justly remarked that Mr. Garrison “has compassed within his own experience an amount of beneficent enterprise and well-directed labor that, if parceled out among a score of common men, would make the life-work of each very large.” All this Mr. Garrison has accomplished by sheer native energy and ability, for he is a self-made man in the most literal sense of the expression. He came to St. Louis a poor young man, and is now one of its wealthiest citizens; but his wealth is not merely in stocks and bonds; it consists also in the valued esteem of his fellow business men and the citizens of St. Louis, who gladly honor him for his unstinted labors in behalf of their city and State.

The biographical edition of Reavis’ “St. Louis, the Future Great City,” was dedicated to Mr. Garrison in these appropriate words:

“To Daniel Randall Garrison, a citizen great in the attributes of manhood, one who has woven out from his individuality, his superior brain and restless activity a large contribution to the city of my theme and to my country, one who in building up his own fortunes has impressed his character upon many material interests, and who gives promise of still greater usefulness in the future, this volume, which illustrates a fadless hope and a profound conviction in the future of St. Louis, is respectfully inscribed by the author.”

The Hannibal and St. Joseph Railroad, one of the earliest railroad enterprises in Missouri, was chartered on the 16th of February, 1847, and ground was broken at Hannibal early in November, 1851. When the Pacific Railroad sought aid from the State the two enterprises worked together, each aiding the other, and the Hannibal and St. Joseph Railroad procured the State credit for \$1,500,000. Again acting together before Congress, they both procured a grant of land. The Hannibal line was completed to St. Joseph in 1859. The Missouri Pacific Railway Company uses the road between St. Joseph and Atchison, together with the terminal facilities at both places. The total length of the line between Hannibal and St. Joseph is 206.41 miles, and the branches are:

Quincy.—Palmyra, Mo., to Quincy, Ill., 13.42 miles.

Kansas City.—Cameron to Kansas City, Mo., 53.05 miles.

Atchison.—St. Joseph to Atchison, Mo., 19.47 miles.

Making the total length of lines owned and operated 292.35 miles.

The Laclède and Crevecoeur Lake Railway Company was chartered Sept. 26, 1880, and opened July 1, 1881. The company owns no rolling stock,

it being operated by the Missouri Pacific Railroad Company, whose road it joins at Laeclde Junction, eight miles from St. Louis. Its line extends from Laeclde Junction to Crevecoeur Lake, Mo., and is twelve miles in length.

The **St. Louis, Iron Mountain and Southern Railway Company** was formed May 6, 1874, by the consolidation of four other organizations, viz.: the St. Louis and Iron Mountain Railway Company, the Arkansas Branch of the St. Louis and Iron Mountain Railway Company, the Cairo, Arkansas and Texas Railroad Company, and the Cairo and Fulton Railroad Company. The through line was opened in 1874.

The valuable mineral deposits of the Iron Mountain and Pilot Knob early attracted the attention of the enterprising men of St. Louis, and in 1837 mention is made in the *Republican* of January 18th of a "railroad to the mineral region," and of the fact that "Mr. Stansbury has completed his reconnoissance of the country between St. Louis and the rich mineral region of Washington County, with a view to the location of a railroad in that direction."

The same paper, under date of Feb. 6, 1837, referred to

"an act to incorporate the St. Louis and Bellevue Mineral Railroad," with Robert Simpson, Samuel Merry, J. B. Brant, Thornton Grimsley, G. W. Call, Joseph C. Laveille, John F. Darby, James Robinson, William R. Ellett, John Perry, Jesse H. McIlvaine, James H. Relfe, Israel McGready, or a majority of them constituting the first board of directors.

The charter of the St. Louis and Iron Mountain Railroad Company was granted by the State Legislature and approved March 3, 1851, reviving for the most part the charter of the "St. Louis and Bellevue Mineral Railroad Company," approved Jan. 25, 1837, and amended Feb. 17, 1853. The first survey for a railroad west of the Mississippi River was made for this road by W. H. Morrell, it having been ordered in 1839 by the State government on "the nearest and best route from St. Louis to the Iron Mountain." In 1849 a survey was made by order of the United States government from St. Louis to the southwest corner of Arkansas, and in 1852 one for a branch of the Pacific Railroad to the Iron Mountain was made by James H. Morley.

By the act of March 3, 1851, the capital stock of the Iron Mountain Company was fixed at six million dollars, divided into shares of one hundred dollars each, and the company was empowered to construct a road from the city of St. Louis, or from some point on the line of the Pacific Railroad, to or near the Iron Mountain, in St. Francois County, or the Pilot Knob, in Madison County, and at any time within ten years from the passage of the act to extend the road to Cape

Girardeau, on the Mississippi River, or to any point south of Cape Girardeau within the limits of the State, or to the southwestern part of the State. At the second session of the Seventeenth General Assembly an act was passed entitled "An Act to expedite the construction of the Iron Mountain Branch of the Pacific Railroad, approved Dec. 25, 1852."

This act empowered the Pacific Railroad Company to construct a branch road to the Iron Mountain and Pilot Knob, with liberty to extend it to the Mississippi River and to the boundary line of the State of Arkansas, and granted a loan of the State credit, to be used solely in constructing the Iron Mountain Branch, to the extent of seven hundred and fifty thousand dollars. The act further provided for the transfer by the Pacific Railroad Company to the Iron Mountain Company of the bonds thus authorized to be issued on a failure by that company to commence the construction of the branch within twelve months from the passage of the act, on condition that five hundred thousand dollars should be subscribed to the capital stock of the company before any part of the bonds were issued, and that the road should be located through Washington County, and not more than five miles east of the county-seat thereof.

At the same session of the General Assembly an act was passed amendatory of the act last referred to, approved Feb. 23, 1853, providing that the adoption by the board of directors of the Pacific Railroad Company within the limit of twelve months from the 25th of December, 1852, of a resolution declining to construct the Iron Mountain Branch Road should operate as an immediate and full transfer of the loan of the State credit—granted for the construction of that branch—to the Iron Mountain Railroad Company.

At the same session an act was passed entitled "An Act to amend an act entitled 'An Act to incorporate the St. Louis and Iron Mountain Railroad Company, approved March 3, 1851,'" which was approved Feb. 17, 1853, granting general powers and supplying the deficiencies of the original charter.

The general provisions of an act passed at the same session, entitled "An Act to authorize the formation of railroad associations, and to regulate the same," approved Feb. 24, 1853, applied to the Iron Mountain Railroad Company, as well as the provisions of Sections 2 and 3 of an act passed at the first session of the Eighteenth General Assembly, entitled "An Act for the benefit of the Pacific and other railroad companies," authorizing the issue of bonds in installments of greater amount than fifty thousand dollars on certain conditions, and permitting

the sale and hypothecation of bonds at their market value, though below par.

At the first session of the Eighteenth General Assembly an act was passed entitled "An Act to aid in the construction of the St. Louis and Iron Mountain Railroad," approved March 3, 1855. This act provided for an additional loan of the State credit to the Iron Mountain Railroad Company to the amount of seven hundred and fifty thousand dollars, upon the same terms and with the same restrictions as prescribed by the several acts providing for and regulating the grant of State credit to the several railroad companies. The act provided also for the appointment of a Board of Public Works, charged with the supervision, and required to examine into the affairs of the company, the act to be operative only if accepted by the company within six months after its passage. This act was accepted as prescribed on the 11th of May, 1855.¹

The preliminary organization of the company was effected on the 4th of November, 1852, and on the 4th of January, 1853, the first board of directors was chosen as follows:

John O'Fallon, James Harrison, William M. McPherson, Jules Vallé, Henry Kayser, Francis Kellerman, Jr., William H. Belcher, Andrew Christy, Solon Humphreys, Lewis V. Bogy, John Simonds, Frederick Schulenburg, and John Cavender. Surveys were ordered by the board and commenced during the same month (January, 1853), and were reported on the 29th of March, 1853. In all the preliminary movements

¹ "Pursuant to a call published in the English and German papers, a meeting was held on the 16th inst. at the Phoenix Engine-House, for the purpose of raising subscriptions to the Iron Mountain Railroad.

"On motion, Mr. H. Kayser was chosen president, Messrs. F. Schulenberg, J. B. Bremel, H. Cobb, and Ch. Gehrke vice-presidents, and Charles Mehl and Ad. Abeles were appointed secretaries.

"After some preliminary remarks by the president as to the object of the meeting, Messrs. McPherson, Reynolds, Alex. Kayser, and Cobb addressed the meeting in an eloquent manner, expressing at the same time their preference for a separate, direct route.

"The following gentlemen have been appointed on the eight sub-committees for collecting subscriptions to the stock of the St. Louis and Iron Mountain Railroad Company:

"1. C. R. Diekson, L. King, J. Brimermann; 2. A. H. Menkins, J. Kern, J. P. Bremel; 3. J. D. Daggett, E. R. Mason, A. Steinkauler; 4. A. Abeles, Thos. Reynolds, I. G. C. Heidricks; 5. C. C. Simmons, J. C. Degenhart, L. M. Kennett; 6. G. Gehrke, Wm. Hohenschild, M. Feldman; 7. H. C. Lyneh C. Jung, B. Riee; 8. C. F. Blattau, E. O. English, C. Mehl.

"The first named on each of the committees will be furnished with a subscription-book.

"H. KAYSER, *Ch'n of Com.*"

—*Republican*, Dec. 18, 1852.

the prominent object seems to have been to reach the mineral region and the Iron Mountain, without any definite idea of going beyond. The work on the line was advertised for contract on the 21st of July, 1853.

After some delay, caused, as appears from the journal of proceedings of the board, by conflicting opinions as to the proper route to be selected, the line was finally located for a portion of the distance to the Pilot Knob, in Madison County, on the 8th of September, 1853.

On the 7th of November, 1853, an election for directors of the company was held, at which the following were chosen: William H. Belcher, John Cavender, John How, Adolph Abeles, Lewis V. Bogy, L. M. Kennett, M. Brotherton, James Harrison, William M. McPherson, F. Schulenburg, E. Haren, M. Miller, and E. R. Mason. The board met on the following day (November 8th), and elected Luther M. Kennett president. Mr. Kennett was re-elected in 1854, and his successors in the presidency up to the sale of the road in 1866 were Madison Miller, 1855-58; Lewis V. Bogy, 1858-59; S. D. Barlow, 1859-66.

In the fall of 1853 the work of construction was commenced, under a partial letting to Messrs. Holmes & Co. on a small portion of the northern end of the line. On the 28th of February, 1854, a contract for the construction of the whole road to the Pilot Knob, except that portion already contracted for, was entered into with Messrs. Watts & Co. This contract did not include the furnishing of iron rails. Messrs. Watts & Co. subsequently bought out the other contracts, with the exception of that for work connected with the bridge over the Maramec, and that for the grading of a small portion of the line between St. Louis and Carondelet, which was contracted for by the board, in the spring and summer of 1854, with the owners of the land through which the line of the road passed.

On the 15th of June, 1855, a contract was entered into with a Pennsylvania firm for nine thousand tons of iron rails of their manufacture, the whole quantity needed for the completion of the road to the Pilot Knob.

The first locomotive (made in St. Louis by William Palm) was placed on the road in 1856, and the road was opened for business a distance of eighty-five miles, from St. Louis to Pilot Knob, in May, 1858. The entire cost of the road, including Potosi Branch, rolling stock, discounts and interest to Oct. 1, 1860, was \$5,519,948.51. The means of construction were derived from the following sources:

From stock subscribed and paid in.....	\$1,970,537.50
“ State of Missouri bonds,	3,501,000.00
“ net earnings transportation to October, 1859.....	87,093.68
“ floating debt.....	43,989.13

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

Under the provisions of this act the Governor advertised the road for sale, and on the 27th of September, 1866, sold it at public auction, and bid it in for the State for the amount of principal and interest due the State. Three commissioners, appointed under the act, took possession of the road and managed it for the State until Jan. 12, 1867. They were authorized by the law to receive proposals and sell the road “to the highest and best bidders,” one fourth cash, and the balance in five equal annual installments, with six per cent. interest, payable annually, and the purchasers to enter into contract and give bond in the sum of \$500,000 to complete the road to the Mississippi River, opposite to or below Columbus, Ky., in five years after the date of sale, and to expend \$500,000 a year “in the work of graduation, masonry, and superstructure on said extension.” The commissioners awarded the road to McKay, Simmons & Vogel, and the Governor approved the award, and completed the sale contract by a deed, and these parties, without taking any but momentary possession, sold and transferred the property to Thomas Allen, who entered into possession Jan. 12, 1867. He assumed the bond and the obligation to pay the purchase-money, and the contract to complete the road as required. He at once appointed James H. Morley chief engineer, and the surveys for the extension commenced in February, and owing to the rough character of the country were continued on many different lines, which were fully reported on until July, when the route from Bismarck to Belmont was selected, finally located, and put under contract.

On the 20th of March, 1866, the Legislature passed an act to enable the purchasers of the railroad to incorporate themselves, directing how it might be

done, and declaring that the corporation thus provided for should have the same rights as to property and franchises that the corporation to which they succeeded through the sale made by the State formerly had.

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

On the 17th of March, 1868, the Legislature passed an act entitled “An Act to confirm the title of the St. Louis and Iron Mountain Railroad to Thomas Allen, his heirs and assigns, and to deliver possession thereof to the St. Louis and Iron Mountain Railroad Company, organized as a corporation on the 29th day of July, 1867.”

In the month of April, 1867, a suit was commenced by the attorney-general of the State (Wingate) against the State commissioners and purchasers of the road, to set aside the sale, as made by the commissioners and Governor, seeking at the same time to enjoin the company from going on with the road. In this latter he was overruled by the court, but his suit, prosecuted in the form it was, proved a serious detriment, embarrassing all attempts to get the public interested, and causing heavy discounts on loans. This burden, in view of the short time remaining (six months) within the first year, for the proper expenditure of \$500,000, as required by law, gave the company great anxiety. It succeeded, however, through strenuous efforts, with the aid of efficient contractors, in getting forty miles of the lower division graded, and by the time the first year had elapsed, viz., from Jan. 11, 1867, to Jan. 1, 1868, the expenditures had amounted to \$583,611.73, in addition to the sum of \$225,700 paid into the State treasury on the purchase. This was done, and the statement sworn to, certified by the Governor, and filed with the Secretary of State, in spite of the impediments put in the way by the attorney-general. The Legislature upon petition were about to pass a resolution ordering the suit dismissed as to the road, but to insist on its prosecution as to the Governor’s commissioners and the original purchasers, when the Governor, on the night of the 15th of January, 1868, seized the road. His reason, as afterwards published, was that the company had not made the expenditure, nor the annual statement, as required by law. The Legislature, however, subsequently ordered him to restore the road and all its earnings and property forthwith,

and at the same time confirmed the title forever by the act of March 17th, above mentioned, and in six days thereafter granted the balance due the State as a subsidy to aid the company in building the Arkansas Branch.

The Governor and his agents operated the road from Jan. 15 to March 18, 1868 (sixty days), when it was restored to its lawful owners. The suit of the attorney-general was dismissed, as to the road and the company, on the 16th of April ensuing, and the net proceeds of the Governor's two months' operations (\$3806.80) were turned over to the company about the 1st of the ensuing May. A claim for damages done by these acts of State officers was laid before the Legislature January, 1869, amounting to \$1,316,724. The road from St. Louis to Belmont (opposite to Columbus, Ky.) was completed in 1869.

On the 7th of April, 1870, the board of directors resolved "that the St. Louis and Iron Mountain Railroad Company desire to avail themselves of the provisions of an act entitled 'An Act to aid the building of branch railroads in the State of Missouri,' approved March 21, 1868, for the purpose of building a branch of their road from Pilot Knob southerly to the State line of Arkansas, under the name of the 'Arkansas Branch of the St. Louis and Iron Mountain Railroad.'" The act authorized a separate corporation to be governed by the parent road, the accounts to be kept separate, the stockholders having the same right to vote for the directors as those of the original company. It was therefore agreed that the capital stock of this branch should be \$2,500,000, and that bonds should be issued to the extent of \$2,500,000, payable in twenty-five years, with interest at seven per cent., payable semi-annually in gold, and secured by a special mortgage of the Branch Railroad, its property and appurtenances. The State having by law appropriated the unpaid portion of the purchase-money and interest accruing after the date of the act for the Iron Mountain and Cairo and Fulton Railroads (\$674,300), at the rate of \$15,000 per mile for every mile completed within a certain time, it became necessary to complete the first twenty miles on or before the 23d of March, 1871, and work was commenced in the fall of 1870, and the first thirty miles completed Feb. 23, 1871. The work was prosecuted during the remainder of that year, and Nov. 4, 1872, the whole line (ninety-nine miles in length) was completed to the boundary of Arkansas. It was duly accepted by the State, and the debt canceled. Trains commenced running regularly over the line April 2, 1873.

As previously stated, the road was consolidated

with other roads in May, 1874, and a through line secured to Texarkana, Texas.

The gauge of the road was changed in June, 1879, from five feet to four feet eight and one-half inches, to accommodate its running machinery to the roads east of the Mississippi, with which it connects at St. Louis by means of the great bridge.

The connections of this great railroad are,—

At *Carondelet*, five miles south of St. Louis, with the Missouri Pacific and with the East St. Louis and Carondelet Railways, by which it is enabled to handle with great economy the provision and produce business from Kansas City for Southern markets.

At *Mineral Point*, six miles from St. Louis, with a branch to Potosi.

At *Bismarck*, seventy-six miles from St. Louis, the line divides; the one to Belmont intersects at Charleston, one hundred and seventy-eight miles from St. Louis, the Cairo, Arkansas and Texas Railroad; here a ferry connects with the Mobile and Ohio Railroad for Mobile and intermediate points in Mississippi and Alabama, also with New Orleans. The St. Louis, Iron Mountain and Southern system connects at *Union City* with the Nashville, Chattanooga and St. Louis Railway for Memphis, Nashville, Chattanooga, Atlanta, Augusta, Charleston, Columbia, Port Royal, Savannah, Macon, Selma, Montgomery, Decatur, Jacksonville, and points in Florida. The other line of the St. Louis, Iron Mountain and Southern Railroad from Bismarck continues in the direction of Arkansas and Texas, passing the great iron deposits at Iron Mountain and Pilot Knob, the valley of Arcadia, the grades of the Ozark Mountains, and the Black River to Poplar Bluff, one hundred and sixty-six miles from St. Louis. At that point the branch from Cairo connects with the Arkansas division, crossing the Missouri boundary at Moark, so called from Mo. and ARK.

At *Little Rock*, three hundred and forty-five miles from St. Louis, connection is made with the Memphis and Little Rock and Fort Smith Railroads.

At *Malvern*, three hundred and eighty-eight miles from St. Louis, connection is made for the Hot Springs by the Hot Springs Narrow-Gauge Railroad.

At *Texarkana*, four hundred and ninety miles from St. Louis, the southern terminus of the St. Louis, Iron Mountain and Southern Railroad, connection is made with the Texas and Pacific Railway, and by it with New Mexico and California, and with the International and Great Northern Railroad, by which Hearne, Houston, Galveston, San Antonio, Columbia, and Palestine trade with St. Louis. When Mexico is opened to American enterprise, the St. Louis, Iron

Mountain and Southern Railway will, as heretofore indicated, be one of the chief lines of intercommunication with that great and undeveloped country, and St. Louis the *entrepôt* for its trade with the United States.

The Cairo, Arkansas and Texas Railroad Company was an independent organization, which derived its powers from a special act of the Missouri Legislature, approved May 16, 1872, authorizing the construction of a road from Greenfield, opposite Cairo, to Poplar Bluff. This road, seventy-one miles in length, was completed in September, 1873, intersecting the Belmont line of the St. Louis and Iron Mountain Road at Charleston, in Missouri County, and the Arkansas Branch at Poplar Bluff. Having a grant of government lands amounting to sixty-five thousand acres, it became a desirable adjunct of and is now controlled by the St. Louis, Iron Mountain and Southern Railroad Company.

The Cairo and Fulton Railroad was incorporated in 1853, and received a grant of land from Congress of 3840 acres per mile. In 1866 its privileges were extended for ten years and its grant enlarged to 6400 acres per mile. At that time the charter was controlled by Eastern capitalists, but being a direct link in the line from St. Louis to Texas, the St. Louis and Iron Mountain Railroad and its Arkansas Branch, the Cairo, Arkansas and Texas Railroad, entered into arrangements by which the Cairo and Fulton Railroad was consolidated with the St. Louis and Iron Mountain Railroad.

The total mileage of the Iron Mountain road is as follows:

	Miles.
St. Louis to Texarkana.....	490
Bismarck to Columbus.....	121
Iron Mountain and Helena.....	43
Potosi Branch.....	4
Cairo to Poplar Bluff.....	74
Doniphan Branch (as far as completed).....	7
Cowley Ridge Branch.....	140
Camden Branch.....	34
<hr/>	
Total.....	913

The earnings of the road for the year ending Dec. 31, 1881, amounted (\$10,691.20 per mile) to \$7,686,973.38; expenditures (\$6859.34 per mile) to \$4,931,863.70. The total assets were set down at \$56,334,799.54; capital stock, \$22,084,115; funded debt, \$31,792,929.71.

During the year 1881 the greater part of the stock of the St. Louis, Iron Mountain and Southern Railroad Company was purchased by the Missouri Pacific Railroad Company, the object of the purchase being the consolidation of the two corporations, and on the 14th of March, 1882, the following directors were elected: Henry G. Marquand, Jay Gould, Russell

Sage, Thomas T. Eckert, Sidney Dillon, Joseph S. Lowery, Samuel Shethar, John T. Terry, and George B. McClellan, of New York; Henry Whelan, of Philadelphia; Frederick L. Ames, of Boston; Rufus J. Lackland and R. C. Kerens, of St. Louis. The executive officers of the company are Jay Gould, president, New York; R. S. Hayes, first vice-president, St. Louis; Thomas T. Eckert, second vice-president, New York; S. D. Barlow, secretary, St. Louis; A. H. Calef, treasurer, New York; C. G. Warner, general auditor, St. Louis; H. M. Hoxie, general manager, St. Louis; E. L. Dudley, superintendent, St. Louis; O. A. Haynes, master-mechanic, Carondelet, Mo.; Seth Frink, general freight agent, St. Louis; F. Chandler, general passenger agent, St. Louis; Thomas Essex, land commissioner, St. Louis; J. H. Morley, chief engineer, St. Louis; R. B. Lyle, purchasing agent, St. Louis; A. E. Buchanan, superintendent of bridges, Little Rock, Ark. The principal office of the company is located at St. Louis.

The Texas and Pacific Railway Company was organized under an act of Congress, March 3, 1871, and the general railroad laws of Texas. It acquired the properties of the Southern Pacific, the Southern Transcontinental, and the Memphis, El Paso and Pacific Railroad Companies. The Southern Pacific was a consolidation of the Vicksburg, Shreveport and Texas and the Southern Pacific. The portion of the line in Louisiana, about twenty miles, was built by the Vicksburg, Shreveport and Texas, and the section from the east line of Texas to Longview, Texas, about forty miles, by the Southern Pacific Company. The rest of the line in Texas was built by the Texas and Pacific Company. The road extends from New Orleans, La., westward through Louisiana and Texas, and by junction with the Southern Pacific Railroad of California to the Pacific coast. Its length June 1, 1882, was:

	Miles.
From New Orleans to Sierra Blanca, Texas.....	1080
Other Divisions.....	312
<hr/>	
Statement of mileage as operated by divisions, June 1, 1882:	
	Miles.
New Orleans Division, New Orleans to Shreveport, La....	335
Southern Division, Shreveport, La., to Sierra Blanca, Texas.....	745
Jefferson Division, Marshall to Texarkana Junction.....	69
Transcontinental Division, Texarkana via Sherman to Fort Worth.....	243
<hr/>	
Total length of road.....	1392

During 1881 seven hundred miles of road were completed and equipped, and on the 1st of January, 1882, a junction was formed with the Southern Pacific Railroad of California, at a point five hundred and

twenty-three miles west of Fort Worth, and on the 15th of the same month the road was opened for traffic to El Paso, and a through line established from St. Louis to San Francisco *via* the Iron Mountain Road. On the 21st of June, 1881, the Texas and Pacific was consolidated with the New Orleans Pacific Railway, extending from Shreveport to New Orleans, a distance of about three hundred and thirty-five miles.

The total earnings of the Texas and Pacific Railway for the year ending May 31, 1881, amounted to (\$6208.62 per mile) \$3,201,777.08; expenditures (\$4929.78 per mile), \$2,608,021.32; total assets, \$44,609,589.03; capital stock, \$14,814,700; bonded debt, \$27,460,000.

By a general law of Texas the road, in common with others in the State, is entitled to a land grant of sixteen sections (10,240 acres) to the mile. The land earned upon the mileage constructed up to May 31, 1881, was 10,225,462 acres.

The officers of the company are: Directors, Frank S. Bond, Philadelphia, Pa.; John C. Brown, Pulaski, Tenn.; Jay Gould, Russell Sage, E. H. Perkins, Jr., T. T. Eckert, A. L. Hopkins, New York; James P. Scott, Charles O. Baird, Philadelphia, Pa.; E. B. Wheelock, New Orleans, La.; B. K. Jamison, Philadelphia, Pa.; W. T. Walters, Baltimore, Md.; W. C. Hall, Louisville, Ky.; William M. Harrison, Jefferson, Texas; R. S. Hayes, St. Louis, Mo. President, Jay Gould, New York; Vice-Presidents, R. S. Hayes and John C. Brown, St. Louis; General Manager, H. M. Hoxie, St. Louis.

The active and directing mind of the Texas and Pacific Railway since its inception has been Hon. John C. Brown. Governor Brown was born Jan. 6, 1827, in Giles County, Tenn., and was the son of a farmer in moderate circumstances. His parents were of Scotch blood, and he was the youngest of nine children. He received his earliest training in the old field school-house of that day, and then received the best education which the times afforded at Jackson College, at Columbia, Tenn. He finished his course in 1846, and then engaged in teaching while preparing for the bar, to which he was admitted in October, 1848. He opened an office in Pulaski, where his diligence, integrity, and ability secured him a large and lucrative practice, to which he mainly devoted himself until the civil war. His devotion to his profession did not interrupt his private studies of general literature; and having the means and the leisure, he supplemented his studies with a journey abroad in 1858-59, visiting the country of his forefathers and then making the tour of the Continent, Egypt, and the Holy Land.

Up to 1860 Mr. Brown had strictly devoted himself to his profession. He never sought office, and although a zealous and pronounced Whig avoided politics as a pursuit. In 1860, however, he was chosen an elector on the Bell and Everett or Constitutional Union ticket. As a consequence of Mr. Lincoln's election the Southern States determined to secede from the Union. The State of Tennessee was in a condition of intense political excitement, during which Mr. Brown took the stump and made a vigorous and fearless canvass in favor of the Union and in opposition to secession. But when Tennessee separated herself from the Union and began organizing her troops for the Confederacy, as a "son of the South" John C. Brown did not hesitate, but joined the Confederate army as a private, was elected captain of his company, became colonel of the Third Tennessee Volunteers, and as senior colonel commanded a brigade and participated in the defense of Fort Donelson. When the fort surrendered he became a prisoner of war. After his exchange in August, 1862, he was promoted to be brigadier-general, and was assigned to duty with Gen. Braxton Bragg. In the campaign in Kentucky he participated in the battle of Perryville and other actions. After the battles of Chickamauga and Missionary Ridge, and the actions incident to Gen. Joseph E. Johnston's retreat (in all of which he participated), he was promoted to be major-general. He finished his active military career at Franklin, Tenn., where he was so severely wounded as to be unable to rejoin his command until a short time before the surrender of Johnston's army at Greensboro', N. C., where he was assigned to the command of one of Johnston's best divisions. In his relations with the army he was a strict disciplinarian, and always at the post of duty. No trespassing on private property was tolerated, and marauding was severely and promptly punished. He was several times severely wounded.

In 1864 he was married to Miss Childers, an accomplished lady of Murfreesboro', Tenn., and a niece of Mrs. James K. Polk, widow of the ex-President. Mrs. Brown has contributed a woman's share in promoting her husband's fortunes, and has borne him an interesting family of four children.

At the close of the war Governor Brown returned to the practice of his profession at Pulaski, and continued in full practice till 1869, when he was elected delegate to the convention which, in January, 1870, met and framed the present Constitution of Tennessee, and was chosen, without solicitation, president of that body. In 1870 he was unanimously nominated by the Democrats of Tennessee for Governor. The issues in this canvass were of a character that seriously affected

the honor and prosperity of Tennessee. The war had greatly wasted the resources of the State. An enormous public debt had accumulated, and default had been made in payment of interest. The public credit was low and the resources for current expenses almost exhausted. Governor Brown took the statesmanlike ground that the public debt could be and must be paid. He was elected by forty thousand majority to the office of Governor, an office to which his eldest brother, Neill S. Brown (now living in Nashville), had been chosen in 1847 over Aaron V. Brown, one of the most popular Democrats of his day. The influence of Neill S. Brown, who was a central figure in State and national politics, was sensibly felt in the Presidential campaign which resulted in the election of Gen. Taylor, and Mr. Brown was subsequently tendered the post of minister to Russia, which he accepted.

In 1872, Governor John C. Brown was unanimously renominated, and re-elected, and during his administration (1871-75) the bonded debt of the State was reduced from about forty-three million dollars to a little more than twenty million dollars, a large floating debt was paid, and the State re-established its credit by resuming the payment of its current interest after funding its past-due obligations at par. He retired from office after having won the general approval of the people of the State.

In November, 1876, a new career opened to him with the offer of the vice-presidency of the Texas and Pacific Railway. This great highway from the Atlantic seaboard, through Texas and Mexico, to California, a route unexposed to snows and frosts, had been projected before the war. Such a system of railways, connecting the Mississippi River with the Pacific slope, was intended to attract the trade of California and the trans-Cordilleras to the great waterways of the United States, and at the same time open the too-long neglected commerce of the republic of Mexico to our enterprising merchants. This Texas route, south of the isothermal line of snow blockades, had been projected, a small portion of it built, and valuable franchises secured before the war. An immense grant of land from the State of Texas, which owned her own public domain, had been secured, and favorable treaties with Mexico for the right of way were in progress of negotiation, when the secession of the Southern States stopped the work. When the war had ended the Southern States found their Mississippi River commerce destroyed and their great transcontinental railway still a paper scheme, while the North and West had made rapid progress in the building of the Northern and

Central Pacific Railroads towards the Pacific slope. Governor Brown accepted the office of vice-president of the Texas Pacific, with the enlightened views of the statesman and publicist. He saw clearly if the South was not to have her *ante-bellum* river traffic there was in the projected railway through Texas and Mexico, with its liberal franchises yet preserved and its land subsidies, a ready means of reaching the trade of California and the sister republic, and he entered heartily into the project. As vice-president of the company, he issued an appeal to the people of the South, elaborating his views in relation to the enterprise in a statesmanlike, sagacious, and practical pamphlet which deserves a leading place in the railway literature of a period that was prolific of great enterprises. He also delivered numerous addresses, in which he appealed to the Southern States to lay aside all questions of sectional political strife, and urged them to address all their efforts to the improvement of their country, the fostering of education, and the creation of wealth-producing facilities. For three consecutive years he remained at Washington, appearing before congressional committees and pressing upon them the claims of his great work. His labors were onerous and difficult, but owing to the opposition of rival interests they were not fully successful. Nevertheless, he performed them to the eminent satisfaction of Col. Thomas A. Scott and the capitalists who were interested in the enterprise, and who, pending the appeal to Congress, had gone on with the work. Ultimately Governor Brown was authorized by Col. Scott to proceed to New York and effect negotiations which had been invited by Jay Gould and other capitalists. These negotiations were satisfactorily accomplished in January, 1880. Governor Brown was then continued in his confidential position, and in September, 1881, he accepted the position of general solicitor for the consolidated system, which includes the Missouri Pacific system, with the Missouri, Kansas and Texas Railway connections, the Iron Mountain, Texas and Pacific, New Orleans and Pacific, and International and Great Northern, and continued in charge and superintendence of the construction of the Texas Pacific from Fort Worth to El Paso, with headquarters in St. Louis, until the line was completed in the winter of 1881-82.

Governor Brown's identification with the interests of St. Louis was heartily welcomed, for his knowledge of the law, and his abilities as a speaker, trained in the sharp school of exciting debate and in the calmer methods of inquiry, his experience in the command of men and in the management of the most important



Yours Truly
John C. Brown
1881

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affairs, his careful examination and knowledge of the carrying trade and its auxiliary interests, had eminently combined to fit him for leadership in the gigantic schemes that are radiating from this centre into the undeveloped regions of the great Southwest. Each year of his present high responsibilities but adds to the reputation for talent and usefulness which he incontestably enjoys in the judgment of those best qualified to determine.

The Missouri, Kansas and Texas Railroad.—On the 20th of September, 1865, the "Union Pacific Railway Company" (Southern Branch) was incorporated for the construction of a railroad, to be one hundred and eighty miles in length, from Junction City to Chetopa. When the road was completed to Emporia, it passed into the hands of the Missouri, Kansas and Texas Railway Company, which was organized April 7, 1870, and which at the same time absorbed the Neosho Valley and Holden, the Labette and Sedalia, and the Tebo and Neosho Railroad Companies. The lines from Sedalia to Parsons and from Holden to Paola were then constructed, and being the first to reach the Indian Territory, the company became entitled to construct its road through the Territory. The progress made was so rapid that in January, 1873, the Red River at Denison was crossed and the Texas railroad system united with. Failing in the effort to obtain the control of the Missouri Pacific in 1872, by which arrangement St. Louis would have become the eastern terminus, the managers effected (April 29, 1872) the purchase of the St. Louis and Santa Fé Railroad, extending from Holden, Mo., to Paola, Kan., and (in 1874) of the Hannibal and Central Missouri Railroad, by which connection between Hannibal and Moberly was obtained. In 1873 trains were running from Hannibal to Denison. The road was leased to the Missouri Pacific Railway Company, Dec. 1, 1880, the rental paid being the net earnings of the road.

The International and Great Northern Railroad was organized Sept. 22, 1873, by the consolidation of the International Railroad Company, chartered Aug. 17, 1870, and the Houston and Great Northern Railroad Company, chartered Oct. 22, 1870. In 1881 the company's road and property were purchased by the Missouri, Kansas and Texas Railway Company.

Ohio and Mississippi Railroad.—The Ohio and Mississippi, Marietta and Cincinnati, and Baltimore and Ohio Railroads form a great highway of commerce and travel between the Mississippi River and the Atlantic seaboard, and between St. Louis and Baltimore. Practically under one management, they illustrate the genius and ability of one man and the enterprise of two great cities. To John W. Garrett,

of the Baltimore and Ohio Railroad, is due the honor of having linked St. Louis and Baltimore together by this great railroad line, thus making each city the complement of the other in all that relates to trade and commerce.

The Ohio and Mississippi Railroad was incorporated by the State of Indiana, Feb. 14, 1848, its charter authorizing the construction of a railroad from Cincinnati *via* Vincennes to St. Louis, and providing that the directors be taken from the citizens of Cincinnati, Vincennes, and St. Louis, and one or more from each county along the line of the proposed work. The directors named in the charter from St. Louis were Bryan Mullanphy, Ferdinand Kennett, Robert Campbell, George K. McGunnegele, and William Carr Lane. The St. Louis directors met at the Planters' House, St. Louis, on the 24th of March, 1848, Mr. Campbell in the chair, and Mr. Mullanphy acting as secretary.

On motion of Col. Ferdinand Kennett, it was

Resolved, That the citizens of St. Louis have heard with pleasure of the public-spirited efforts in the State of Indiana preparatory to the construction of the Ohio and Mississippi Railroad, in which they most heartily concur, and trust that at an early day a charter from the State of Illinois will enable St. Louis to connect itself with that great contemplated undertaking; that in the mean time they feel assured that the citizens of St. Louis will cheerfully aid in all preliminary steps, and subscribe liberally for the establishment of a communication so important to the whole West.

Resolved, That we will respond to any allotment of labor that may be imposed upon us towards promptly effecting the foregoing objects."

On motion of George K. McGunnegele, it was

Resolved, That we will, if it shall be judged proper by the directory, attend to the opening of subscription books in St. Louis, and to the obtaining subscriptions to stock in said railroad, and in conjunction with the public-spirited citizens of our sister State of Illinois, attend to all details necessary or proper to the procuring such charter, privileges, and powers as may be necessary to the extension of said railroad to the State of Missouri."

On motion of Dr. William Carr Lane, it was

Resolved, That the period of construction of the Ohio and Mississippi Railroad has now arrived, in the opinion of the most cautious and practical business men in the community, and that it cannot fail, so soon as completed, to realize and exceed the most sanguine anticipations of its enterprising projectors."

On the 29th of March, 1848, a meeting of the directors of the company was held at Vincennes, at which Abner T. Ellis was elected president, John Ross treasurer, and Benjamin M. Monroe secretary. At the same meeting it was resolved that a thorough survey of the route from Cincinnati to St. Louis, to be made by a competent engineer, was necessary, and that a sufficient sum should be collected for this purpose.

The directors in St. Louis, Vincennes, and Cincinnati were appointed a committee for their several towns and counties to receive subscriptions for this purpose.

On the 15th of March, 1849, the road was chartered by the Legislature of Ohio, and on the 28th of the same month an "Ohio and Mississippi Railroad mass-meeting" assembled in the rotunda of the courthouse in St. Louis to consider a proposition to loan the city's credit for five hundred thousand dollars to the proposed road. The mayor, Hon. J. M. Krum, was called to the chair, and J. M. Field appointed secretary. James J. Purdy, William M. McPherson, Archibald Gamble, D. D. Page, and William M. Campbell were appointed vice-presidents. The chairman explained the objects of the meeting, and announced his intention to sustain the proposition and to vote for the loan. After an address by Professor O. M. Mitchell the following gentlemen were appointed a committee to prepare an address to the people of St. Louis in favor of the railroad loan: Thomas Allen, Frederick Kretschmar, John McNeil, Willis L. Williams, Samuel M. Bay, Isaac N. Sturgeon, Samuel Hawken, Trusten Polk, Daniel D. Page, L. V. Bogy, A. L. Mills.

The committee reported an address, after the reading of which Judge Mullanphy addressed the meeting. The question was then put upon the adoption of the address, and it was carried unanimously.

L. V. Bogy offered the following resolution, which was unanimously adopted: "That the chairman appoint ten delegates to represent the city of St. Louis in the proposed convention to be held in the town of Salem, in the State of Illinois, on the second Monday in May next, the appointments to be made hereafter, and the names of the delegates to be published in the city papers." On his further motion, it was

"Resolved, That the chairman appoint a committee of vigilance, to consist of ten in each ward friendly to the proposition, to attend the polls on Monday next and secure the favorable consideration of the subject."

The election referred to in the last resolution was for the purpose of deciding whether the city should lend its credit to the extent of five hundred thousand dollars for the construction of the road. A large majority was returned in favor of the proposition. The vigilance committee appointed in accordance with Mr. Bogy's resolution was composed of:

"First Ward, Thomas Allen, R. J. Collins, S. Pilkington, Sol Smith, — Renick, C. Campbell, Edward Haren, J. McHose, H. D. Bacon, D. B. Hill.

"Second Ward, Isaac A. Hedges, Charles Kribben, Ellis Wainright, Fred Kretschmar, Thornton Grimsley, Patrick Walsh, Hiram Shaw, Edward Tracy, J. C. Barlow, J. C. Maigne.

"Third Ward, C. G. Henry, John Largee, Charles Keemle, L. V. Bogy, A. L. Mills, T. B. Targee, J. H. Lucas, H. E. Bridge, J. F. Darby, Joseph H. Conn.

"Fourth Ward, Austin Piggott, L. M. Kennett, William Rohb, J. L. Finney, Charles M. Vallé, T. Barnum, Amadee Vallé, T. W. Hoyt, J. A. Eddy, J. H. Lightner.

"Fifth Ward, Samuel Hawken, Charles Dean, William Blackmore, Conrad Doll, John Sigerson, Trusten Polk, Samuel Gaty, T. F. Risk, Dennis Marks, Conrad Fox.

"Sixth Ward, W. H. Belcher, Thomas Gray, W. G. Clark, E. Dobbins, J. L. Garrison, J. R. Hammond, R. B. Austin, Charles M. Pond, J. M. Wimer, L. Perkins.

"The heavy majority," said a St. Louis paper in announcing the result, "cast in favor of the subscription by the city to stock in this road must be gratifying to every friend of the measure. It is now manifest that the citizens of St. Louis are in earnest in their desire to see this work commenced and speedily completed. They have manifested their appreciation of the object and their confidence in its success by the unanimity with which they have agreed to invest their money in the enterprise.

"This vote may be hailed as a new era in the history of St. Louis. It is the first instance in which she has put forth her efforts to the accomplishment of a great enterprise, and she has come up to the full amount desired with a promptness and a heartiness which evince that she understands her interest in the proposed work. It is due to the success of this enterprise to state that the vote on this question was not controlled, to any considerable extent, by party feeling. A few men may have been actuated to oppose it by the belief that opposition would be popular, but the great body of the voters were governed purely by their own sense of the expediency or in expediency of the measure, and the probable effect of the construction of the road on business and the prosperity of the city. A few of the more wealthy citizens and large property-holders opposed it, but they were limited in number compared with those of the same class who advocated the proposition. Efforts were made to rally the holders of leased ground and the owners of small estates into opposition to it, on the ground that it would bring about an increase of taxes, but this failed to be successful except with a few persons. The only ward which gave a majority against it was the First. The Third Ward gave an overwhelming vote in favor of it.

"Now that a million and a half of dollars have been secured by the two cities of Cincinnati and St. Louis, and about eight hundred thousand dollars by the counties of Indiana, the work will doubtless be taken hold of promptly and pushed forward with proper energy. There is no longer a doubt that the road will be built. The only question is, how soon? This will, to a certain extent, depend on the early action of the Legislature of Illinois."

On the 12th of February, 1851, the Ohio and Mississippi Railroad Company of Illinois was incorporated by the Illinois Legislature to build a railroad from Illinoistown (now East St. Louis) to connect with the Ohio and Mississippi of Indiana. The incorporators named in the Illinois charter were Jos. G. Bowman, Sidney Breese, James Hall, Alfred Kitchell, Arthur McCauley, George W. Page, Benjamin Bond, J. L. D. Morrison, A. T. Ellis, John Ross, Luther M. Kennett, John O'Fallon, James H. Lucas, Andrew Christy, Daniel D. Page, John Law, Peter Chouteau, Jr., Benjamin F. Rittenhouse, Samuel B. Chandler,

John A. McClernand, John S. Martin, Aaron Shaw, William W. Roman, and Green C. Crawford.

In the latter part of March, 1851, the directors of the St. Louis and Vincennes Railroad (the Western Division of the Ohio and Mississippi) met at St. Louis for the purpose of organization. The following gentlemen were present: John A. McClernand, Shawneetown; James L. D. Morrison, Samuel B. Chandler, Belleville; Alfred Kitchell, Richland County, Ill.; Aaron Shar, Lawrence County, Ill.; Abner T. Ellis, Vincennes, Indiana; John O'Fallon, Daniel D. Page, Luther M. Kennett, and Andrew Christy, St. Louis.

The meeting was organized by calling Mr. Christy to the chair and the appointment of Mr. Morrison as secretary. An adjournment then took place until March 24th, when the board again assembled at the Merchants' Exchange, the same members being present. Col. John O'Fallon, of St. Louis, was then elected president of the company, and "it being deemed important for the dispatch of business to have an additional director in St. Louis, Mr. Bowman, of Lawrence County, one of the earliest and most prominent friends of the enterprise, tendered his resignation. It was accepted, and Charles P. Chouteau appointed to fill the place. Col. Robert Campbell was also elected to fill a vacancy caused by the resignation of Mr. Page."

On the 26th of March the directors requested the directors of the Eastern Division to instruct their chief engineer, E. Gest, to prosecute his surveys from Vincennes to Illinoistown, and report to them his estimate of the probable cost of the road. Mr. Gest reported to the board on the 1st of September following. In the latter part of September the board was advised that the directors of the Eastern Division had adopted the plan of constructing that division by letting it to an association of individuals to construct the whole line. The directors of the Western Division concurring in the views of the board of the Eastern Division as to the advantages to be gained by letting the whole line to one set of contractors, adopted the same plan, and a committee was appointed with full powers and authority to negotiate, which concluded a contract in conjunction with a similar committee appointed by the directors of the Eastern Division.

Under this authority a contract was negotiated, and concluded on the 22d of November, 1851, with Messrs. H. C. Seymour & Co., of New York, by which they agreed to construct and equip the road from Cincinnati to St. Louis for nine million dollars, the relative proportions of the cost to be paid by each company, to be determined by the amount of work done and equipment furnished on each division.

At a meeting of the directors of the Ohio and Mississippi Railroad Company held on the 7th of September, 1851, Col. John O'Fallon was unanimously re-elected president; George K. McGunnege, secretary; and Sidney Breese, of Illinois, counselor of the company.

At a meeting of the directors held Feb. 2, 1852, it was

"Resolved, That a public demonstration of the commencement of the work on the Ohio and Mississippi Railroad be had at Illinoistown on Saturday, the 7th instant, at eleven o'clock A.M., that the secretary request the insertion of a proper notice thereof in all the daily journals in this city, and that in the same an invitation be extended to the Governors of the States of Illinois and Missouri, to the people of these States generally, and to the citizens of St. Louis and Belleville and their public functionaries, and that the president appoint a committee of five to make arrangements for said celebration, and that at the same hour the work be commenced on said road at its intersection with the Central Railroad in Marion County, Ill.

"Resolved, That the secretary of this board communicate with the City Council of the city of St. Louis and request them to take action in aid of said celebration, in such manner as to the Council may seem most proper, in co-operation with the committee appointed by the board."

The resolutions were submitted to the City Council by the secretary of the company, and the invitation accepted by both boards.

The following committees were appointed by the Council to confer with the committee of the railroad company: from the Board of Aldermen, Messrs. Anderson, Sturgeon, Degenhart, and Lynch; from the Board of Delegates, Messrs. Farrar, Pilkington, Trask, and McKee.¹

On Feb. 7, 1852, the ceremony of breaking ground took place according to the announcement.

"About ten or eleven o'clock," says a contemporary account, "a large number of the citizens congregated

¹ "On Saturday next at eleven o'clock the construction of this road will be simultaneously commenced in Illinoistown and at its intersection with the Central Railroad in Marion County. The intervention of the telegraph enables the directors to have the work commenced at each point, although far distant, at almost the very same moment of time.

"At the commencement of the construction in Illinoistown there will be present Judge Ellis, the president and father of the enterprise; Professor Mitchell, who has taken from the first a most lively interest in the work; Mr. Seymour, the contractor for the construction of the entire distance; and the board of directors, at least such of them as are in the city. The public functionaries of Belleville, Collinsville, Alton, and St. Louis will be present."—*Republican*, Feb. 5, 1852.

Technically, the work had already been commenced. By the contract of Seymour & Co. it was stipulated that the construction of the road should be commenced on or before the 1st day of February, 1851, and "on Saturday last," said the *Republican* of February 2d, "Mr. Morris, the engineer for the contractors, commenced the construction by breaking ground in Illinoistown. This was necessary on the part of the contractors to save the contract."

on the ferry-boat, and proceeded across the river to take part in and witness the interesting spectacle. The spot selected for the purpose was within a few rods of the Mississippi, and there, with a plank or two for the wheelbarrows, and an old cart for a rostrum, the immense work of connecting Cincinnati and St. Louis by railroad was commenced.

"Charles D. Drake announced in a short but witty and pithy speech the programme of the ceremonies. By the arrangement Col. O'Fallon, as president of the road, opened the business of the day. Having addressed the citizens present on the magnitude of the undertaking and the great results which must follow from its completion, he proceeded to the *working part* of his duties, and in a few moments had quite a load of sand and gravel for the mayor of the city to wheel off. Col. O'Fallon is one of the oldest inhabitants. He has almost grown up with the city, and the past and present in his memory represent two views of the metropolis, one a French village on the borders of civilization, the other a magnificent emporium, the centre of commercial attraction, the nursery of refinement and science for an immense area of country, extending north to the Lake of the Woods and west to the Pacific slope. His words on the occasion were few but terse. Like the old Roman general, who was 'no orator,' he seemed to say, 'What others promise I will do.' Although silvered with the frost of many years, he looks forward to the completion of the work within 'his day.'

"Judge Ellis next took the stand. He briefly reviewed the difficulties encountered thus far in the work, spoke confidently of its completion, and dwelt for a time on the great importance of the road. He assisted Col. O'Fallon in 'breaking ground,' as an earnest that on his section of the line the great undertaking was commenced, to be prosecuted with unabated energy to a full and triumphant completion.

"Mayor Kennett then addressed the assembly, and in some happy remarks, in which he alluded to the progressive links of connection with Illinois, from sand to stone dikes, and now by iron bands, he hoped the tie would ultimately become strong and indissoluble, wedded by reciprocal interests which nothing should be able to sever.

"The officers of the Pacific Railroad Company were invited to take part in the ceremonies of the day, and they were accordingly present. The president, Mr. Allen, expressed his warmest wishes for the success of the enterprise, as one intimately connected with the prosperity of the work over which he presided." Addresses were also delivered by Professor Mitchell and Mr. Seymour, the contractor.

At an election for directors of the company, held Sept. 7, 1852, the following were chosen :

John O'Fallon, Henry D. Bacon, William H. Belcher, Joshua H. Alexander, Joshua B. Brant, Samuel Gaty, Isaac H. Sturgeon, Abner T. Ellis, Sidney Breese, J. L. D. Morrison, Charles P. Chouteau, Samuel H. Clubb, Alfred Kitchell.

The first section of the road was opened with appropriate ceremonies on April 8, 1854.

"At the hour appointed," says a writer in a St. Louis newspaper of April 9th, "we, in company with nine hundred and ninety-nine others, presented ourselves at the office of the company on Fourth Street, and there found some twenty or more omnibuses drawn up in array to receive their freight; from thence a few minutes' ride brought us to the Mill Creek station, where the invited disembarked on the horse conveyances and jumped into the railway cars. Precisely at noon the first train started, and in fifteen minutes was followed by the second.

"The line is of the six-foot or broad gauge, and is built between the banks of the Ohio and the Whitewater Canal, the scenery on both sides being most variedly picturesque. On the train moving the band struck up a lively air, the people thronged the windows, road, and bridges, and amid the vivas of the multitude, the cheers of the passengers, and the fringing of cannon the iron horse commenced its trip. All along the line the same gay scene was presented until the cars reached Sedamsville, where the train paused in its progress a few minutes. The band again played, and Mr. Sedam, from the bridge, fired several *feu de joie*s from a small piece of artillery, making the welkin ring again. A short ride from Sedamsville brought us to Industry, a flourishing little town of some fifteen hundred inhabitants. Once again the iron horse moves on through the valley, between the hills of Indiana and Kentucky, till it reaches the bank of the Great Miami, at the junction of the Lawrenceburg and Indianapolis Railroad.

"Here we were met and welcomed by a train from Aurora (our destination), filled with the gallant sons of Indiana. With this accession of numbers the cars crossed the Miami bridge, a plain but substantial and ingeniously built structure of wood. A few hundred yards over this a halt was made at Lawrenceburg. Leaving Lawrenceburg and its inhabitants behind, Farmer's and Miller's Creeks are passed (both spanned by wooden trestle bridges), and the train approached Aurora, which lies at the foot of surrounding hills, with the Ohio on one side and Hogan's Creek on the other. Here some time was passed in examining the machine- and locomotive-shops, which are built of stone, and in size commensurate with the prospective business of the road. The train started homeward at 4.30 P.M., stopped on the road at Lawrenceburg, at Gen. Harrison's seat, where the band played 'Auld Lang Syne,' at Sedamsville, where the cannon was again fired, and finally arrived at the Mill Creek station at six P.M., the passengers having had a most pleasant trip, attended with unmixed pleasure."

The "last spike" on the road was driven Aug. 15, 1857.¹

¹ "We have official information that the grandest internal improvement work of the West will be completed to-day at noon, by the driving of the last spike necessary to close up the gap in the Eastern Division of the Ohio and Mississippi Railroad. A company of gentlemen left here last evening to meet one from Cincinnati at the point of completion, near Mitchell, Ind., where, with appropriate extemporaneous observances, the happy event will be duly inaugurated."—*Republican*, Aug. 15, 1857.

Two years after the "last spike" was driven, Aug. 2, 1859, the following notice appeared in the *Republican* of that date:

"To *St. Louis Merchants*.—The Baltimore and Ohio Railroad Company is receipting for goods through from all Eastern cities from St. Louis, all rail *via* the Ohio and Mississippi Railroad, without the necessity of insurance against the perils of river navigation, and in as short time as by any other route."

The well-laid plans and bright anticipations with which the Ohio and Mississippi Railroad began its career did not avail to save it from the influence and effects of the panic of 1857, and both companies of that name succumbed before the blows of a financial disaster that destroyed almost all commercial values and prostrated enterprises of every kind. In order to save the property, the "Ohio and Mississippi Railroad Company of Illinois" was organized in 1861, and under the authority of its charter purchased the whole road from East St. Louis to Vincennes. Similar action was taken by the Indiana Company, and in 1869 the two companies were consolidated. In 1871 steps were taken to reduce the gauge from six feet to four feet eight inches, in conformity with that of the Marietta and Cincinnati and Baltimore and Ohio Roads, over and by which its "through" business with Baltimore must be transacted. This feat, then considered very remarkable, but now not so much so, was completed in seven hours on the 23d of July, 1871. It was during the administration of J. L. Griswold as general superintendent that the change of gauge was effected.

Before this time the gauge of the Ohio and Mississippi had conformed to that of the Erie Road of New York, with which it connected *via* the Atlantic and Great Western, across the State of Ohio. Hence freights reaching Cincinnati from St. Louis and farther West *via* the Ohio and Mississippi road, and destined for the Atlantic seaboard, must have gone forward to New York by the Erie connection or been reshipped at Cincinnati, subject to the additional expense of that operation. To obviate this great obstruction to the trade of Baltimore as well as of St. Louis, the Baltimore and Ohio Railroad, by a large subscription to the new loan of the Ohio and Mississippi, obtained an influence and power in the management of that company which effected first the change of gauge, and subsequently a practical consolidation of the Ohio and Mississippi, the Marietta and Cincinnati, and the Baltimore and Ohio in one great central line.

The *Louisville Branch* of the Ohio and Mississippi, from North Vernon to Jeffersonville, Ind., was built under an act of March 3, 1865, and opened in 1869.

Surveys for the Springfield Division, extending from Beardstown, on the Illinois River, to Shawneetown, on the Ohio, were commenced in 1865. The organization that completed that part of the road was the Springfield and Illinois Southeastern Railroad Company. The road was opened from Springfield to Pana in 1869, from Shawneetown to Flora in 1870, from Springfield to Beardstown in 1871, and from Pana to Flora in 1872. The panic of 1873, and the years of business depression that followed, caused, in 1874, a sale under foreclosure proceedings, at which, on the 1st of January, 1875, the property was purchased by the Ohio and Mississippi Railway Company for \$1,700,000 in bonds secured by mortgage on that division.

On the 17th of November, 1876, the Ohio and Mississippi Railway was placed in the hands of a receiver.

The Ohio and Mississippi Railway is a direct line between St. Louis and Cincinnati, and the main stem is three hundred and forty-one miles in length. It has intersections at Sandoval, Olney, Vincennes, and other points along the road. At North Vernon, two hundred and sixty-eight miles from St. Louis, the Louisville Branch leaves the main line, making fifty-five miles to Louisville. At Flora, Ill., the Springfield Division crosses the main line, connecting Shawneetown and Beardstown, two hundred and twenty-eight miles, and joining at the north with the St. Louis and Rock Island Division of the Chicago, Burlington and Quincy Railroad.

The mileage of the Ohio and Mississippi Railroad on Dec. 31, 1882, was as follows:

	Miles.
St. Louis to Cincinnati.....	341
Louisville to North Vernon.....	55
Shawneetown to Beardstown.....	228
Total.....	624

The earnings for the year ending Dec. 31, 1881, amounted to \$4,074,407.81; operating expenses, \$3,115,355.19; net earnings, \$959,052.62. The share capital of the company is \$24,030,000, of which \$20,000,000 is common and \$4,030,000 preferred. The total funded debt is \$12,872,000.

After the road was placed in the hands of a receiver, it was proposed to reorganize the company as follows: To create a series of five per cent. fifty year bonds secured by mortgage on road, equipment, and personal property of the company to the amount of \$16,000,000, of which \$12,784,000 will be exchanged for old bonds as they mature as follows: Income and funded debt bonds, due Oct. 1, 1882, \$174,000; first consolidated mortgage bonds, due Jan. 1, 1898, \$6,772,000; second consolidated mortgage bonds, due

April 1, 1911, \$3,829,000; Springfield Division bonds, due Nov. 1, 1905, \$2,009,000. The residue (\$3,216,000) to be used for the following purposes: To pay past-due coupons on the first mortgage, \$48,825; on second mortgage, \$536,060; on Springfield Division, \$351,575; to pay contributions first mortgage sinking fund, \$177,000; second ditto, \$165,845; to pay second mortgage, Western Division bonds, \$97,000; debenture bonds, \$140,000; special loans (for which Springfield Division bonds have been hypothecated), \$250,000; remainder of floating debt, \$150,000; contingent liabilities, \$300,000; additional equipment and terminal facilities, \$999,695. The \$3,216,000 issue is to be further secured by a pledge of \$991,000, Springfield Division bonds, which will be canceled on the retirement of the present first mortgage bonds of the company. The \$12,784,000 to be held for the sole purpose of retiring the old bonds as they mature. The above proposition of the committee on reorganization, which was under date of Jan. 20, 1882, was accepted by the stockholders of the company on the 7th of April, 1882. The officers of the company are: Directors, W. T. McClintick, Chillicothe, Ohio; Charles A. Beecher, John Waddle, Cincinnati; R. L. Cutting, Jr., Henry M. Day, New York; Robert Garrett, Osmun Latrobe, James Sloan, Jr., T. H. Garrett, Baltimore, Md.; F. W. Tracy, Springfield, Ill.; F. Janssen, Louisville, Ky.; H. Pearson, London, Eng. President, W. F. McClintick, Cincinnati; Receiver, J. M. Douglas, Cincinnati; Superintendent, W. W. Peabody, Cincinnati; Secretary, W. M. Walton, New York; Treasurer, Charles S. Cone, Cincinnati; Chief Engineer, N. A. Gurney, Cincinnati; Master of Car Repairs, J. P. Coulter, Cochran, Ind.; General Passenger Agent, W. B. Shattuck, Cincinnati; General Freight Agent, William Duncan, St. Louis; Purchasing Agent, G. E. Atwood, Cincinnati; Road Master, H. D. Hanover, Aurora, Ind.; Superintendent of Bridges, H. M. Hall, Olney, Ill.

The Ohio and Mississippi Railroad Company has contributed immensely to the development of East St. Louis. "The Ohio and Mississippi Railroad at East St. Louis," said a St. Louis newspaper of April 16, 1864,

"has congregated a population large enough to constitute quite a populous village of most industrious inhabitants. The company owns there forty-two acres of ground about a mile from the river. On that tract, with great labor and expense, they have constructed an elevated plateau of more than four acres of ground, about twelve feet above the average level of the surrounding bottom land, and about six feet above the high-water mark of 1858. On these four acres are the extensive machine-shops of the company, which, with necessary

yard-room, occupy nearly the whole of that large space. Within these shops over two hundred and seventy men are employed,—machinists, carpenters, blacksmiths, painters, glaziers, upholsterers, copper- and tin-workers, and common laborers. In the various departments the workmen are of the best class, skillful machinists, carpenters, and painters, who all command the highest wages, and would be in demand in any city where skilled labor is required."

The Marietta and Cincinnati and the Baltimore and Ohio Railroads, continuing the great central St. Louis and Baltimore line to the Atlantic Ocean, fill a place in the railway system of which St. Louis is the commercial and business centre, which requires some description and explanation. The Belpre and Cincinnati Railroad Company was chartered in 1848 to construct a line of railway from the Ohio River opposite Parkersburg, W. Va., up the Hocking valley to the Little Miami Railroad, and by an amendment to the charter in 1851, was authorized to construct to Cincinnati and to consolidate with the Franklin and Ohio River Railroad, under the corporate title of the "Marietta and Cincinnati Railroad Company." For seven years the work of construction was prosecuted slowly; and the company having become embarrassed, was placed in the hands of a receiver in 1857, in which year (April 20th) it was opened, the Little Miami Railroad being used from Loveland to Cincinnati. From this receivership the company emerged in 1860, barnacled with "first preferred," "second preferred," and "common stock." Other legal obstructions as to the character of its franchises kept the company "in chancery" until relieved by legislative action in 1863. The Union Branch Railroad from Scott's Landing to Belpre was soon after purchased, and also the road from Hillsboro' to Loveland from the Hillsboro' and Cincinnati Railroad Company. In December, 1863, the Marietta and Cincinnati Railroad Company purchased that part of the Scioto and Hocking Valley Railroad between Portsmouth and the track of the Cincinnati and Muskingum Valley Railroad, now known as its "Portsmouth Branch."

The extension from Loveland to the Cincinnati, Hamilton and Dayton Railroad was completed Feb. 17, 1866, and the Cincinnati and Baltimore Railway, which continues the line into Cincinnati, was opened June 1, 1872. The Baltimore Short-Line Railway was opened Nov. 15, 1874. The Marietta and Cincinnati Railroad Company guaranteed the stock and bonds of these companies.

Owing to the non-completion of the Northwestern Virginia Railroad, now known as the Parkersburg Branch of the Baltimore and Ohio, from Grafton to Parkersburg, it was not until 1857

that through business with Baltimore could be effected. The material aid extended by the Baltimore and Ohio kept the company afloat until June 27, 1877, when, having made default in the interest on its fourth mortgage bonds, its property was placed in the hands of a receiver. After remaining under the control of receiver John King, Jr., for several years, J. H. Stewart was appointed receiver, and in 1880 a committee on reorganization was named by the bondholders, as follows: Augustus Kountze, E. R. Bacon, George Arents, and J. B. Dumont, of New York; T. Edward Hambleton, Skipwith Wilmer, and H. Irvine Keyser, of Baltimore. This committee adopted plans looking to the reorganization of the road, which was finally sold for \$4,375,000 to the purchasing committee of security-holders, composed of Messrs. E. R. Bacon, of New York, T. Edward Hambleton, and Robert Garrett. The Baltimore and Ohio interest, in the absence of Robert Garrett, was represented by John K. Cowen. The price was about two-thirds of the appraised value of the property, the lowest amount at which it could be sold under the order of the court. As the transaction was entirely formal and in accordance with the plan of reorganization, which was assented to by ninety-eight per cent. of the security-holders, the price is not a criterion of the value of the road. Under the reorganization, the leased short line at each end becomes part of the new line, one hundred and ninety-five miles long, from Cincinnati to Parkersburg, with branches, etc., that make the total length two hundred and fifty-five miles. The purchasers paid \$100,000 cash and the remainder in the securities of the corporation. After the ratification of the sale new securities were issued. Their classification is as follows: First mortgage bonds, four and a half per cent. guaranteed, \$7,185,000, subject to reduction; second mortgage, five per cent., \$3,040,000; third mortgage, three per cent. for ten years and four per cent. thereafter, \$2,270,000; fourth mortgage, first income, five per cent., \$3,410,000; fifth mortgage, second income, five per cent., \$4,000,000, together with preferred and common stock to be issued upon the completion of the reorganization. Some claims in litigation remained to be settled by the courts. The old first and second mortgages were seven per cents., and the thirds and fourths were eight per cents.

After confirmation of the sale by the court a new company was incorporated, which was styled the Cincinnati and Baltimore Railroad Company. It forms the connecting link between Parkersburg and Cincinnati, in the St. Louis line of the Baltimore and Ohio,

and is fully under the control of the Baltimore and Ohio corporation. J. H. Stewart, formerly receiver of the Marietta and Cincinnati, is general manager of the reorganized road.

The length of the Marietta and Cincinnati Railroad proper, from Cincinnati and Baltimore Junction, Ohio, to Main Line Junction, Ohio, in 1882, was 156.80 miles.

Branches:

Scott's Landing, Main Line Junction to		
Scott's Landing.....	31.20	
Belpre, Marietta to Belpre.....	11.10	
Hamden, Portsmouth to Hamden.....	55.40	
Hillsboro', Blanchester to Hillsboro'.....	21.40	
Total branches.....	—	119.10

Leased lines:

Cincinnati and Baltimore Railway, Cincinnati to junction Marietta and Cincinnati Railroad.....	5.80	
Baltimore Short Line Railway, Main Line Junction to Belpre.....	30.30	
Total leased lines.....	—	36.10
Total length of lines operated.....		312.00

The directors of the company, elected Feb. 15, 1882, were Robert Garrett, W. T. Burns, Theodore Cook, W. W. Peabody, Baltimore, Md.; George Hoadley, H. C. Smith, R. M. Bishop, W. W. Scarborough, James D. Lehmer, W. B. Loomis, John Waddle, Cincinnati, Ohio; William T. McClintick, William Waddle, Chillicothe, Ohio. General superintendent, W. W. Peabody, Cincinnati, Ohio; ticket agent at St. Louis, J. D. Phillips.

Baltimore and Ohio Railroad Company.—The history of the Baltimore and Ohio Railroad Company is too voluminous for more than brief and cursory treatment in this work. As early as 1827 the merchants of the Atlantic cities were looking to that vast and fertile region of the great West between the Alleghenies and the Mississippi River, for the bulk of the productions that were to constitute the commerce and subsistence of the country. The Erie Canal of New York and the public works of Pennsylvania promised to New York City and Philadelphia a future interest in that great valley, from which Baltimore would be practically cut off for want of something better than the "National road." The Chesapeake and Ohio Canal, confronted by the elevations of the Alleghenies, could promise but little, and that little would go to Georgetown on the Potomac, hindering rather than promoting the commerce of Baltimore. Steam railroads at that day were unknown, none having been built either in England or elsewhere for the transportation of passengers and produce. Iron tramways for coal and other heavy productions were in use only to a very limited extent. It was a bold thought which induced Philip E. Thomas, then presi-

dent of the Mechanics' Bank of Baltimore and commissioner of the Chesapeake and Ohio Canal, to resign the latter position and undertake to enlist his fellow-citizens of Maryland in the work of constructing a railroad from the Chesapeake Bay to the Ohio River. Nevertheless, Mr. Thomas entered upon the work with a zeal born only of conviction, and succeeded in obtaining the co-operation of George Brown, another prominent and influential capitalist of Baltimore.

At a public meeting held in Baltimore, Feb. 12, 1827, these two gentlemen expressed the conviction that rail transportation must supersede that of water, and induced the appointment of a committee to collect facts and carefully consider the novel proposition. That committee was quick to observe and note the facts that the *trend* of the Atlantic coast shortened the line from the East to the West, placing Southern cities nearer to the great valley than Northern cities; and that Baltimore was two hundred miles nearer to the navigable waters of the Mississippi valley than New York, and one hundred miles nearer than Philadelphia. The committee also strongly sustained in its report the idea that railroads would supersede canals in transportation, and earnestly recommended the construction of a railroad from Baltimore to the Ohio River. John V. L. McMahon prepared the charter of the Baltimore and Ohio Railroad Company, the charter for the first railroad in the United States, which, from its very great clearness, became the model for many subsequent charters. At the session of the General Assembly of Maryland in 1828, the sum of five hundred thousand dollars was voted to aid in the construction of the work. The surveys of 1827 and those of 1828 made apparent the feasibility of the route to the Ohio River along the valley of the Potomac, and on July 4, 1828, the venerable Charles Carroll of Carrollton "broke ground," and on the 1st of October, 1828, the work was fairly commenced "all along the line" from Baltimore to Ellicott's Mills. Congress was petitioned at the session of 1828-29 to aid in this important work, but notwithstanding a favorable consideration by many members, the influence of the Chesapeake and Ohio Canal Company was potent enough to prevent any favorable action. The first division of the road to Ellicott's Mills was opened for traffic in 1830, and the "brigade of cars,"¹ as trains were then called, hauled by horses or mules, left "the depot on Pratt Street at six and ten o'clock A.M., and at three and four o'clock P.M., and will leave the depot at Ellicott's

Mills at six and eight and a half o'clock A.M., and at twelve and a half and six o'clock P.M." It was in 1830 that George Stephenson's locomotive, "The Rocket," made fifteen miles per hour on the Liverpool and Manchester Railroad. But the England of 1830 was very much farther from America than that country is to-day. Ideas traveled then by sail-vessels, and not by electricity, and it was to "put fire on their backs" that the Baltimore and Ohio Railroad Company offered to the mechanical genius of America rewards of five and four thousand dollars respectively for locomotives which, upon trial, should prove to be the first and second best in complying with the specifications. "The York," an engine built at York, Pa., by Davis & Gartner, attained upon trial a speed of fifteen miles an hour, and practically demonstrated the feasibility of steam as a traction agency. The charter of the "Washington Branch" was obtained in 1832, as well as authority to extend the tracks of the company to the harbor of Baltimore from Mount Clare shops and depot. The road was opened from Baltimore to Point of Rocks in 1832, but further prosecution of the work to Harper's Ferry was temporarily arrested by injunction sued out by the Chesapeake and Ohio Canal Company. The delay continued for about a year, and the road was not opened to Harper's Ferry until 1834. The charter of the Washington Branch had been saddled with objectionable provisions, which were not removed until 1833, after which so energetically was the work of construction pushed that in July, 1835, the branch was opened to Bladensburg, and to Washington City in August of the same year. The controversy with the Chesapeake and Ohio Canal Company impeded and obstructed the work of the railroad company west of Harper's Ferry until the Legislature of 1835-36 removed all obstructions to the extension westward of the company's lines. The State of Maryland and the city of Baltimore each about this time subscribed three million dollars to the capital stock of the company.

The Harper's Ferry viaduct over the Potomac River was completed in December, 1836, opening a connection with the valley of Virginia by the Potomac and Winchester Railroad. From Harper's Ferry to the Ohio River the work of construction was not pushed forward steadily. Preliminary surveys were completed in 1838, but the period of time fixed in the charter of the company by the State of Virginia for the occupancy of that part of the State to be entered upon by the company having expired, an extension of five years for completion to the Ohio River was granted by the State, coupled with the condition that Wheeling should be one of the termini, and a

¹ *Baltimore American*, July, 1830.

subscription of \$1,058,420 to the capital stock of the company was made by the State of Virginia. In 1842 the road was opened to Hancock and Cumberland, and in 1853 to Wheeling, a total distance of three hundred and seventy-nine miles. The formal opening took place on the 12th of January, 1853. The successive periods of progress by this great road in reaching its destination on the Ohio are worthy of being preserved. They are:

	Miles.
May 24, 1830, to Ellicott's Mills, by horse-power.....	14
Aug. 30, 1830, " " steam "	14
Dec. 31, 1831, to Frederick.....	61
April 1, 1832, to Point of Rocks.....	69
Dec. 31, 1834, to Harper's Ferry.....	84
July 20, 1834, to Bladensburg (Washington Branch).....	32
Aug. 25, 1834, to Washington " "	40
June 1, 1842, to Hancock.....	123
Nov. 5, 1842, to Cumberland.....	178
July 21, 1851, to Piedmont.....	206
July 22, 1852, to Fairmont.....	302
Jan. 12, 1853, to Wheeling.....	379

The Northwestern Virginia Railroad was leased by the Baltimore and Ohio in 1857, for a period of five years, renewable, and became the Parkersburg Branch, extending from Grafton on the main line to Parkersburg, on the Ohio River.

The civil war was a period of repeated raids and injuries to the road, but the work of reconstruction was promptly entered upon immediately after the termination of actual hostilities in 1865, and at the same time the policy of the president, John W. Garrett, looking to more intimate and thorough connections with the railway system west of the Ohio River, took active shape. In pursuance of this general plan the Central Railroad of Ohio, between Bellaire and Columbus, was leased in 1866 by the Baltimore and Ohio, and an unbroken line opened between Baltimore and the capital of Ohio, where connection was made with Cincinnati, Indianapolis, and other points in the Western States.

The Winchester and Potomac Railroad, leased in 1867, opened the great valley of Virginia to this railroad, and the line was further extended up that valley by the lease in 1870 of the Winchester and Strasburg Railroad and the Manassas Division, in the valley, of the present Virginia Midland Railroad Company.

In 1869 the Sandusky, Mansfield and Newark Railroad having passed under the control of the Baltimore and Ohio, opened the lakes to the Lake Erie Division of the road. The great iron bridge at Parkersburg was opened in 1871, and in the same year the Hempfield Railroad, from Wheeling to Washington, Pa., was purchased, and has since been operated as the Wheeling, Pittsburgh and Baltimore Branch. The Pittsburgh and Connellsville Road, which was leased

from Jan. 1, 1876, offered another outlet, and brought Baltimore and Pittsburgh into a direct interchange of trade and business. The Metropolitan Branch, from Washington to the main line, was commenced in 1870, and completed May 28, 1873. The Newark, Somerset and Straitsville Railroad Company passed into the control of the Baltimore and Ohio in 1872, and in the same year the charters from the States of Ohio, Indiana, and Illinois for the Baltimore, Pittsburgh and Chicago Railroad Company were granted, and the road was completed from Centreton to Chicago in 1874, thus providing a through line between Baltimore and Chicago.

The different lines of the Baltimore and Ohio system in 1882 were:

	Miles.
Main Stem, from Baltimore to Wheeling.....	379
Parkersburg Division, from Grafton to Parkersburg.....	104
Washington Branch, Relay to Washington.....	31
Metropolitan Branch, Washington to Junction.....	43
Alexandria Branch, Bladensburg to Shepherd.....	124
Washington County Branch, Weverton to Hagerstown...	24
Harper's Ferry and Valley Branch, Harper's Ferry to Staunton.....	126
Pittsburgh Division, Cumberland to Pittsburgh, with branches from Connellsville to Uniontown, and Broad Ford to Mount Pleasant.....	174
Central Ohio Division, Columbus to Bellaire.....	137
Lake Erie Division, Sandusky to Newark.....	116
Chicago Division, Newark to Shawnee.....	43
Wheeling, Pittsburgh and Baltimore Branch, Wheeling to Washington, Pa.....	32
Marietta and Cincinnati Railroad.....	297
Ohio and Mississippi Railway.....	620
Total.....	2409½

The "terminal facilities" of the Baltimore and Ohio Railroad Company at Locust Point, Baltimore, inuring indirectly but most materially to the trade and commerce of St. Louis, constitute a factor in the railroad facilities of St. Louis as well as of Baltimore. As early in the history of the road as 1848 the coal trade demanded and received the means of easy and inexpensive trans-shipment from the cars to the boat. In 1851 the Locust Point lands, purchased by Hon. Thomas Swann, president of the company, were increased in area by means of inducements held out to private parties to erect their own wharves at Whetstone Point. It was not until 1860, however, when connections had been established with the West, and the fruits of Mr. Garrett's sagacity were beginning to be realized, that the development of the "terminal facilities" at Locust Point took their present definite and complete shape. The experimental European line established by Mr. Garrett's purchase of the "Allegheny," the "Carroll," the "Somerset," and the "Worcester" steamships from the United States government was the beginning of that Atlantic extension of the Baltimore and Ohio, by which Western grain and produce are shipped in bulk to

Europe on through bills of lading. The erection of piers, wharves, and warehouses followed immediately upon the establishment of this European line. The management of so vast an enterprise demanded the sagacity and nerve of a man like Mr. Garrett to demonstrate its feasibility, before the more timid would take hold of a doubtful and untried business. The experimental line finally gave way to others which are now reaping the harvest of the seed which Mr. Garrett sowed.

Elevators followed and facilities increased until Baltimore offers cheaper and easier trans-shipment of heavy products than any Atlantic port in the country. The largest steamer in the United States transfers trains of cars across the harbor of Baltimore to the tracks of the Philadelphia, Wilmington and Baltimore Railroad, and an independent connection with Philadelphia and New York will in the near future make the Baltimore and Ohio a separate and distinct line from New York as well as from Baltimore. When this great object shall have been consummated it is fair to presume, from his past career, that Mr. Garrett will give greater freedom to transportation between the East and the West, as he has given cheaper rates, and forced upon others the lesson that Baltimore is an important factor in the foreign commerce of the Western States.

To the great executive powers and financial talents of John W. Garrett, ably seconded by his son, Robert Garrett, now first vice-president of the company, the present vast development of the Baltimore and Ohio Railroad is unquestionably due. Under Mr. Garrett's prudent, wise, and at the same time aggressive management the company has successfully weathered all the financial storms that have threatened it in common with other railroad properties, and has come off more than conqueror in all the "wars" that have been waged by it with rival companies. Mr. Garrett has also preserved his company from the injurious effects of "watered stock," and now enjoys the satisfaction of seeing it command a place in the markets surpassed by no other railroad corporation.

Several years ago Mr. Garrett called to his aid the vigorous energies of his son, Robert Garrett, who had been educated and trained to railroad management, and who has since abundantly demonstrated his peculiar fitness for the position.

To the facilities of transportation offered by the Baltimore and Ohio Railroad and its extensive connections, Mr. Garrett has added those of the telegraph and express systems. By the former he provides competition with the former telegraphic monopoly of the Western Union Company, and by the latter he extends

the competition to the transportation of valuable and perishable articles. He has also organized an Atlantic Cable Company for telegraphic communication with Europe, which will probably soon have in operation two cables connecting the land wires of the Baltimore and Ohio Telegraph Company with all European capitals and commercial centres. It is doubtful whether any single life has been more fruitful of grand achievements in railroading than that of John W. Garrett.

The labors of Mr. Garrett in the many departments of his great railroad system have demanded the assistance of men of marked ability and fertility of resource at points distant from the headquarters of the company. The selection at St. Louis has been a most fortunate one. To W. W. Peabody, general superintendent of the Ohio and Mississippi Railroad, the great success of this line has been pre-eminently due. His zeal, ability, energy, and integrity have established with the commercial and traveling community a confidence in the safety and reliability of the great line of railroad possessed by no other company to a greater degree and enjoyed by very few to an equal extent.

The Ohio and Mississippi Railway claims to be the shortest and quickest route between St. Louis and Cincinnati, and between St. Louis and Louisville. The road being under the management of one general superintendent, all trains leaving St. Louis for Louisville and Cincinnati are run through promptly on time, and a continuous trip is guaranteed. In connection with the Marietta and Cincinnati and the Baltimore and Ohio Railroads, trains are run through to Washington, D. C., without the change of a single car in all the chain of day-coaches, parlor-, palace-, and other cars. It is worthy of remark in this connection that the Baltimore and Ohio Railroad Company operates a sleeping-, dining-, and parlor-car system of its own, and that it is the only line that passes through the national capital in going East.

The Wabash, St. Louis and Pacific Railway Company originated in the Toledo and Illinois Railroad Company, which was organized April 25, 1853, under the laws of the State of Ohio, to construct a railroad between Toledo and the western boundary of the State. On the 19th of August following the Lake Erie, Wabash and St. Louis Railroad Company was organized under the laws of Indiana to build a road from the east line of the State through the valleys of the Little River and Wabash River to the west line of the State in the direction of Danville, Ill. The road from Toledo through Ohio and Indiana was constructed under these two charters. On the 25th of June, 1856, the two companies were consolidated under the style of the Toledo, Wabash

and Western Railroad Company. This organization having become financially embarrassed in the general panic of 1857-58, its property was sold in October, 1858, under foreclosure proceedings, and purchased by Azariah Boody, who conveyed it to two new companies, under the style of the Toledo and Wabash, of Ohio, and the Wabash and Western, of Indiana, the two being consolidated Oct. 7, 1858, under the corporate name of the Toledo and Wabash Railroad Company, which operated the road through the States of Ohio, Indiana, and Illinois until 1865, when all interests between Toledo and the Mississippi River at Quincy and Hamilton were consolidated under an agreement between the Toledo and Wabash, the Great Western of Illinois, the Quincy and Toledo, and the Illinois and Southern Iowa Railroad Companies, under the style and designation of the Toledo, Wabash and Western Railway Company. The Great Western Railroad Company of this combination was organized in 1859, and its road extended from the Indiana State line to Meredosia, in Illinois, with a branch from Bluff City to Naples. The road from Meredosia to Camp Point was owned by the Quincy and Toledo Railroad Company, and the road from Clayton, Ill., to Carthage, Ind., was owned by the Illinois and Southern Iowa Railroad Company.

In 1870 the Decatur and East St. Louis Railroad Company constructed and equipped a road between Decatur and East St. Louis, which in the same year came under the management and control of the Toledo, Wabash and Western Railway Company, and which was opened to St. Louis in 1871. The Hannibal and Naples Railroad, between Naples and Hannibal, with a branch to Pittsfield from Maysville, was leased in 1870 by the Toledo, Wabash and Western Railway Company, and in 1871 the same company obtained control of the Hannibal and St. Louis Central Railroad, from Hannibal to Moberly, and also of the Pekin, Lincoln and Decatur Railroad, which was thenceforth operated as the "Pekin Division." In 1872 the Lafayette and Bloomington, from Lafayette Junction to Bloomington, was added to the lines of the Toledo, Wabash and Western Railroad Company, making a total of over nine hundred miles of road operated under ownership and lease by this corporation. In 1874 financial disaster overtook the company, and its property passed under decrees of the courts into the hands of John D. Cox as receiver. Mr. Cox retained control until 1877, when a reorganization was effected under the style of the Wabash Railway Company. The leases of the Pekin, Lincoln and Decatur and the Lafayette and Bloomington Railroads were set aside during the receivership, as

well as that of the bridge at Quincy. In 1877 the Edwardsville Branch passed under the control of the Wabash, and on the 7th of November, 1879, the Wabash, St. Louis and Pacific Railway Company was organized by the consolidation of the Wabash and the St. Louis, Kansas City and Northern Railway Companies and their branches.

The St. Louis, Kansas City and Northern Railway Company is the outgrowth of the North Missouri Railroad Company, which was chartered March 1, 1851, to build, equip, and operate a railroad from St. Louis to the boundary line between Missouri and Iowa, and thence on to Ottumwa and Chariton.

The work of construction was commenced in May, 1854, and the road was completed to the Missouri River, opposite St. Charles, on the 2d of August, 1855; to Warrenton in August, 1857; to Mexico in May, 1858; to Moberly Nov. 30, 1858, and to Macon in February, 1859. The civil war affected all works of this character, and the North Missouri remained stationary at Macon until 1864. Unable to meet its obligations to the State for interest, in consequence of the war and its effects, the company met with most favorable action on the part of the Legislature of 1866-67, which relinquished the State lien, upon the condition that the company should build a branch from Moberly to Kansas City and the western boundary of the State, and extend the road from Macon to the Iowa line. By this generous action on the part of the State the company was enabled to push its extensions both north and west. In 1868 the road was completed to the State line at Coatesville, and in 1869 the road was opened to Kansas City, on the western line, and to Ottumwa, on the northern line, which was reached over the St. Louis and Cedar Rapids Railroad, built by an independent corporation and leased by the North Missouri. The Chariton and Randolph and the Missouri River Valley Railroad Companies were consolidated into the North Missouri in 1864. The line of the latter companies was opened from Moberly to Brunswick Dec. 15, 1857; to Carrollton Aug. 15, 1868; to Lexington Junction Oct. 1, 1868, and to the junction with the Hannibal and St. Joseph Railroad Nov. 28, 1868.

In 1871 financial embarrassments overtook the North Missouri Company, and foreclosure following, the road was purchased by M. K. Jessup, of New York, who in February, 1872, assigned it to the St. Louis, Kansas City and Northern Railroad Company, a corporation organized under the general railroad law of Missouri. A new line from Ferguson into St. Louis and the Union Depot was built in 1876, and the road was extended from North Missouri Junction to Kan-

sas City and from Pattensburg to Council Bluffs, with a branch to Clarinda, in 1879.¹

The capital stock of the new consolidated company (Wabash, St. Louis and Pacific Railway) on Jan. 1, 1880, was \$40,000,000, half common and half preferred, of which \$12,000,000 of each kind was assigned to the former stockholders and creditors of the St. Louis, Kansas City and Northern, and \$8,000,000 of each kind to those of the Wabash Company. The indebtedness of the two companies, \$35,469,550, was assumed by the new company upon consolidation, making the capital and bonded debt of the new company Jan. 1, 1880, \$75,464,550.

Twenty-one railroad organizations which were at one time operated as distinct lines have been merged in order to form what is now known as the great Wabash, St. Louis and Pacific Railroads, one of the largest systems in the United States. Previous to 1880 the Wabash proper extended from Toledo to St. Louis, Hannibal, Quincy, and Keokuk, with a branch from Logansport to Butler, Ind., or a total length of seven hundred and eighty-two miles. But in the fall of 1879, as we have seen, the Wabash was consolidated with the St. Louis, Kansas City and Northern Railroad, extending from St. Louis to Kansas City, St. Joseph's, Ottumwa, and Council Bluffs, with several small branches, having in all seven hundred and sixty-nine miles of road. The corporation thus formed, with a mileage of fifteen hundred and fifty-one miles, established its headquarters at St. Louis. During the same year entry to Chicago was effected by the purchase of the Chicago and Padueah, extending from Effingham and Altamont to Chester, Ill., and the construction of a branch from Strawn, ninety-six miles northward. Subsequent acquisitions were the Toledo, Peoria and Warsaw Road, extending from State line, Indiana, through Peoria to Burlington, Warsaw, and Keokuk, a distance of two hundred and forty-six miles, and before the close of the same year, the Quincy, Missouri and Pacific, Champaign, Havana and Western, Missouri, Iowa and Nebraska, and Centreville, Moravia and Albia Roads, all connecting at different points with the main line. On Dec. 31, 1880, the system comprised two thousand four hundred and seventy-nine miles.

The lines built and acquired during 1881 were the Detroit and Butler, an extension of the Logansport and Butler Division to the city of Detroit, one hundred and thirteen miles; and the purchase of the In-

dianapolis, Peru and Chicago Railway, extending from Indianapolis to Michigan City, a distance of one hundred and sixty-one miles. Other roads added to the system the same year were the Cairo and Vincennes, the Danville and Southwestern, the Quincy, Missouri and Pacific, the Des Moines and Northwestern, and the Attica and Covington, making the actual revenue-earning mileage of the Wabash at the close of the year 1881 three thousand three hundred and eighty-four miles.

The Butler and the Detroit, in connection with the Toledo, Peoria and Warsaw, completed the second independent trunk line of the system from the Mississippi River to Lake Erie, besides securing new connections upon its entrance to Detroit.

Several extensions and branches were finished during 1882, the most important of which were the Shenandoah and the Des Moines Divisions. The former continued the second trunk line from the Mississippi to Lake Erie through to the Missouri, and established another to Council Bluffs and Chicago line. The cities of St. Louis and Des Moines were connected in a more direct manner than heretofore. The total length of the Wabash is 3670.6 miles, being the third largest mileage of any distinct railroad company in the world. The details of the mileage of the lines east of the Mississippi are as follows:

	Miles.
Toledo, Ohio, to St. Louis, Mo.....	435.7
Decatur, Ill., to Quincy, Ill.....	150.7
Bluffs, Ill., to Hannibal, Mo.....	49.8
Maysville, Ill., to Pittsfield, Ill.....	6.2
Clayton, Ill., to Keokuk, Iowa.....	42.3
Logansport, Ind., to Detroit, Mich.....	213.8
Edwardsville, Ill., to Edwardsville Crossing, Ill.....	8.5
Indianapolis, Ind., to Michigan City, Ind.....	161.0
Havana, Ill., to Springfield, Ill.....	47.2
Hollis, Ill., to Jacksonville Junction, Ill.....	75.3
West Lebanon, Ind., to Le Roy, Ill.....	76.0
Vincennes, Ind., to Cairo, Ill.....	158.0
Danville, Ill., to St. Francisville, Ind.....	113.1
Toledo, Ohio, to Milan, Mich.....	34.0
Attica, Ind., to Covington, Ind.....	14.5
State Line, Ind., to Burlington, Iowa.....	214.8
La Harpe, Ill., to Elvaston, Ill.....	20.8
Hamilton, Ill., to Warsaw, Ill.....	5.0
Chicago, Ill., to Altamont, Ill.....	215.5
Streator, Ill., to Streator Junction, Ill.....	39.6
Shumway, Ill., to Effingham, Ill.....	8.5
Urbana, Ill., to Havana, Ill.....	102.2
White Heath, Ill., to Decatur, Ill.....	29.7
Bates, Ill., to Grafton, Ill.....	71.4
Champaign, Ill., to Sidney, Ill.....	14.0
Total.....	2307.6

The Western Division, connecting the Missouri River with the great lakes, is the great Northwestern feeder of St. Louis commerce, penetrating all portions of Missouri, and furnishing an outlet to St. Louis for a large portion of the commerce of Central and Northern Iowa. The Western Division is being pushed forward, and will ultimately be extended to Estherville, Dickinson Co, in the northern border of Iowa, and

¹ On the 2d of February, 1878, the *Republican* announced that on "Monday morning the first through train from St. Louis to St. Paul will leave the Union Depot via the St. Louis, Kansas City, and Northern Railroad."

will some day penetrate the great wheat-fields of Minnesota and Dakota. Various short lines have been extended, until now the total mileage of the Wabash west of the Mississippi is in detail as follows:

	Miles.
St. Louis, Mo., to Kansas City, Mo.....	276.8
Brunswick, Mo., to Council Bluffs, Iowa.....	224.4
Roseberry, Mo., to Clarinda, Iowa.....	21.5
Moberly, Mo., to Ottumwa, Iowa.....	131.0
North Lexington, Mo., to St. Joseph, Mo.....	76.3
Centralia, Mo., to Columbia, Mo.....	21.8
Salisbury, Mo., to Glasgow, Mo.....	15.0
Ferguson, Mo., to Biddle Street, St. Louis.....	10.6
Quincy, Mo., to Trenton, Mo.....	135.9
Keokuk, Iowa, to Shenandoah, Iowa.....	244.0
Relay, Iowa, to Des Moines, Iowa.....	91.3
Des Moines, Iowa, to Fonda, Iowa.....	115.0

RECAPITULATION.

Lines east of the Mississippi River.....	2307.6
“ west “ “ “	1363.0
Total.....	3670.6

From Toledo the Wabash makes connection with the Atlantic cities *via* the Lake Shore and also the Canada Southern Road. The Wabash is located in the States of Ohio, Indiana, Illinois, Missouri, and Iowa, or in that portion of those States lying between thirty-seven degrees and forty-two degrees of latitude, and between eighty-two degrees and ninety-six degrees of longitude. Within these boundaries is contained one of the most productive regions on the continent.

The elements of agricultural, forest, and mineral strength combined make it now, under partial development, a region of unsurpassed richness. The largest agricultural production is of wheat and corn. The production of wheat in the United States for 1882 was 502,798,600 bushels. Of this, 196,244,100 bushels was grown in the five States through which the road passes, being thirty-nine per cent. of the whole crop. The production of corn in the same year was 1,624,917,800, and the amount grown in the same States was 740,665,000 bushels, being forty-six per cent. of the whole crop. Other farm productions were proportionately large.

All the climatic and soil conditions are the most favorable for the growth of the staple crops of the temperate zone. In Ohio, Indiana, and Missouri are yet extensive and valuable timbered areas, from which the manufacturing establishments of these and adjoining States draw large supplies. The manufacturing establishments of the United States turned out productions valued at \$5,369,667,706 in 1880; the five States above mentioned, embracing an area of 256,880 square miles, about nine per cent. of the entire area of the United States, turned out from their manufactories a product valued at \$1,147,606,405, or twenty-one per cent. of the whole product of the country.

The mineral wealth of all these States is destined at no distant period to make them the central manufacturing ground of the country.

The large area of bituminous coal contained in them, of a quality suitable for the manufacture of iron, with the unlimited supply of Missouri ore of the best quality located so near the coal, must place these States in the front rank as manufacturing localities. Their central location will give them great advantages in distribution, much greater than any other locality can command. This area also presents the rarest and strongest combination of elements for future growth and greatness.

The population of these States was, by the census of 1880, 12,048,764, averaging in the States as a group only 47 to the square mile. Their area has the capability of sustaining and profitably employing five times the population it now has, and there is no other area on the continent of equal extent that has within its boundaries so small a percentage of waste or unproductive land.

The transportation facilities for movement of productions, by natural and artificial means, are better adapted to its wants than those of any other region of equal extent. These are considerations of the greatest importance, which will have a potent influence on this region.

The officers of the Wabash, St. Louis and Pacific Railway Company are: Directors, Frederick L. Ames, Boston; A. L. Hopkins, Jay Gould, Russell Sage, Sidney Dillon, Solon Humphreys, Samuel Sloan, G. G. Haven, New York; Charles Ridgeley, Springfield, Ill.; James F. Joy, Detroit, Mich.; James Cheney, Fort Wayne, Ind.; B. W. Lewis, James F. How, Thomas E. Tutt, St. Louis; George L. Dunlap, Chicago. President, Jay Gould, New York; First Vice-President, A. L. Hopkins, New York; Second Vice-President, John C. Gault, St. Louis; Third Vice-President and Secretary, James F. How, St. Louis; Treasurer, W. B. Corneau, St. Louis; Auditor, D. B. Howard, St. Louis; Assistant Auditor, M. Trumbull, St. Louis; General Superintendent, R. Andrews, St. Louis; Assistant General Superintendent, W. F. Merrill, St. Louis; General Solicitors, W. H. Blodgett, St. Louis, and W. Swayne, New York; Chief Engineer, W. S. Lincoln, St. Louis; General Freight Agent, A. C. Bird, St. Louis; First Assistant General Freight Agent, M. Knight, St. Louis; Assistant General Freight Agent, C. L. Wellington, St. Louis; General Passenger Agent, H. C. Townsend, St. Louis; General Baggage Agent, C. P. Maule, St. Louis; Purchasing Agent, R. W. Green, St. Louis; Paymaster, G. F. Shepherd, St. Louis; Commercial

Agent, J. M. Osborn, Toledo, Ohio; Car Accountant, C. P. Chesebro, St. Louis; Superintendent Telegraph, C. Selden; Assistant Superintendent Telegraph, G. O. Kinsman; General Master-Mechanic, J. Johnson, Springfield, Ill.; General Master Car-Builder, U. H. Kohler, Toledo, Ohio.

Vandalia Line.—The St. Louis, Vandalia and Terre Haute Railroad Company, which, in connection with the Terre Haute and Indianapolis Railroad, is commonly known as the "Vandalia Line," originated in a project for an eastern connection along the general route of this road, which was very early considered by the people of St. Louis.

"So early as 1837," says the *Republican* of Feb. 2, 1847, "the subject of connecting the improvements in the States of Indiana and Ohio with the Mississippi River commanded the attention of the Legislature, and it was deemed advisable to authorize the construction of what is called the Northern Cross Railroad, a route by which the works in our sister States could be connected with the great commercial artery of the nation, and a continuous line of communication formed between the East and West, affording every facility to a free commercial and social intercourse between the different and otherwise almost disconnected sections of our common country. The route had in contemplation not only the accommodation of a numerous population along the line through which it would pass, but a point nearly central in the State, and being the seat of government, so that from that point roads or branches of the main trunk would radiate to points upon the Mississippi and Illinois River, and insure the building up of commercial marts within our own State."

The Northern Cross Railroad was ultimately located between Galesburg and Quincy, Ill., and was sold in 1860 to the Chicago, Burlington and Quincy Railroad.

In 1847, by "An Act to incorporate the Mississippi and Atlantic Railroad Company," it was provided that "J. B. Drake, M. G. Dale, James Bradford, William S. Wait, W. S. Smith, Henry Willis, Curtis Blake-man, G. T. Allen, A. B. Chambers, Ferdinand Kennett, T. A. Madison, R. K. McLaughlin, and their associates and successors, are hereby created a body corporate under the name of the Mississippi and Atlantic Railroad Company for the term of fifty years. The incorporators were authorized and empowered "to locate and construct a railroad from the banks of the Mississippi opposite St. Louis through Greenville and Vandalia to the east line of the State, and terminating in Clark or Edgar County, most convenient for the continuation of the same to Terre Haute, and following as near as may be the line of the great Cumberland Road."

In 1850 a convention was held at Vandalia for the purpose of organizing a company to construct a railroad from Terre Haute to Illinoistown, opposite St. Louis. "Such a road when built," said the *Republican* of

March 21, 1850, "will connect Philadelphia, New York, and Baltimore in a continuous line of railway with St. Louis. It is now, we believe, the only piece of route not under contract or unprovided for."

It was not, however, until 1865, when the St. Louis, Vandalia and Terre Haute Railroad Company was chartered (Feb. 10, 1865) for the construction of a line *via* Vandalia, Effingham, and Marshall to the Indiana line, that the project of 1847 took definite shape. Though the work of construction was begun in 1866, the enterprise would probably have eventuated in a merely local road if the lease of the St. Louis, Alton and Terre Haute Railroad to parties inimical to the Pennsylvania Railroad Company had not threatened the traffic of that great corporation with hostile action and compelled it to seek other connection with St. Louis. Under the influence and by the aid of the Pennsylvania Railroad Company, the St. Louis, Vandalia and Terre Haute Railroad progressed so rapidly that in 1868 trains were running between East St. Louis and Highland, and the road was completed to Effingham in July, 1869, and a through train arrangement between St. Louis and Chicago effected by the Illinois Central connection in 1870.¹

The Terre Haute and Indianapolis Railroad Company leased the St. Louis, Vandalia and Terre Haute Line as soon as it reached the Indiana State line. In 1876, the Vandalia Line and the Indianapolis and St. Louis Line came under one management, and were so operated until 1878.

The Terre Haute and Indianapolis Railroad Company, an integral part of the Vandalia Line, was organized as the Terre Haute and Richmond Railroad Company in 1847, under the railroad laws of Indiana, to construct a railroad from Terre Haute to Richmond, to connect with the Columbus and Indiana Central Railroad. In 1851 the company was reorganized, and built a line between Terre Haute and Indianapolis. In 1866 the title of the company was changed from the Terre Haute and Richmond Railroad Company to the Terre Haute and Indianapolis Company.

The St. Louis, Vandalia and Terre Haute Railroad Company, under the existing arrangement, is leased to the Terre Haute and Indianapolis Railroad Company, for account of itself and the Pittsburgh, Cincinnati and St. Louis Railway Company and the Columbus, Chicago and Indiana Central Railway Company, which jointly guarantee the first mortgage bonds and

¹ "The railroad excursion from Indianapolis and Terre Haute to this city, given in celebration of the opening of the St. Louis, Vandalia and Terre Haute Railroad, occurred yesterday, and the excursionists will be publicly received to-day."—*Republican*, June 9, 1870.

one million six hundred thousand dollars of second mortgage bonds, the obligation of the Pittsburgh, Cincinnati and St. Louis Railway Company in this respect being guaranteed by the Pennsylvania Railroad Company. The Terre Haute and Indianapolis Railroad operates the Vandalia Road under a lease for nine hundred and ninety-nine years, at an annual rental of thirty per cent. of the gross earnings, and guarantees interest on the mortgage bonds. The Terre Haute and Logansport Railroad is also leased and operated and its bonds guaranteed by the same company.¹

¹ Maj. John E. Simpson, general manager of the Vandalia Line, died at the Lindell Hotel, St. Louis, Aug. 2, 1880. Maj. Simpson was born near Londonderry, Ireland, Nov. 1, 1839, his father being a wealthy farmer of Scotch and Irish extraction. In 1840 his family emigrated to America, his father engaging in the grocery business in New York City. In 1843 the family moved to Detroit, where the elder Simpson was occupied in building light-houses for the government. He also became engaged in the Michigan Central Railroad. While thus employed he removed to Michigan City, Ind., where young Simpson attended the free school, and at the age of eleven years started out in life, selling Chicago papers. He was next employed as messenger-boy in a telegraph-office, and during the illness of the operator learned the art of telegraphing, by which means he secured a position as telegraph operator at Detroit when but thirteen years old. He remained in that position five years, when he obtained a position with the Michigan Central Railroad in order that he might perfect himself in running trains by telegraph. At the expiration of two years he received the appointment from Col. Ricker, general superintendent of the Louisville, New Albany and Chicago Railroad, of assistant train dispatcher, and as such had charge of the movements of all trains between Michigan City and Lafayette, Ind. While in Michigan City he was chosen captain of the Zouaves, an independent military company, and was made president of the Literary and Library Society for the engagements of lectures, etc. At the beginning of the war in 1861 he enlisted as a private, and was soon elected captain of Company H of the Fifty-ninth Indiana Volunteers. Previous to this he joined a regiment composed entirely of railroad men raised as engineer troops, and went to Chicago. After remaining in camp at Chicago for six months it transpired that there was no law in existence authorizing the raising of this regiment, and as a consequence it was disbanded. Capt. Simpson, returning from Chicago with his company, joined the Fifty-ninth, and soon after the battle of Pittsburgh Landing joined the Army of the Tennessee, with which he remained four years, participating in all the battles, including the siege of Vicksburg and the march to the sea. During the last two years he served on the staff, of Maj.-Gen. John E. Smith, commander of the Third Division of the Fifteenth Army Corps of the Army of the Tennessee, ranking as major. While in active service in the field he filled several responsible positions. He was provost-marshal at Huntsville, Ala., and performed that duty at other places. At the close of the war he was appointed in the regular army, but declined. On being mustered out in August, 1865, at Indianapolis, he accepted the position of train dispatcher and superintendent of telegraph for the Terre Haute and Richmond Railway, under Col. Ricker, and in 1867 was appointed assistant superintendent of the Terre Haute and Indianapolis Railway.

In June, 1870, the Vandalia Line having been completed,

The lines owned and operated by the Terre Haute and Indianapolis Railroad in 1882 were:

	Miles.
Main line from Indianapolis to Illinois State line.....	79.40
Coal branches	33.92

Leased:

Terre Haute and Logansport Railroad,—Logansport to Rockville, Ind.....	94.00
St. Louis, Vandalia and Terre Haute,—East St. Louis, Ill., to Indiana State line	158.10
Total length of line operated.....	365.42

The general balance sheet Oct. 31, 1881, placed the assets at \$5,734,507.43; capital stock, \$1,988,150; funded debt, \$1,600,000.

The president of the company is W. R. McKeen, Terre Haute, and the general superintendent is Joseph Hill, St. Louis. The principal office is located at Terre Haute. The general freight agent at St. Louis is H. W. Hibbard, and the general ticket agent E. A. Ford.

The Vandalia Line stretches one hundred and sixty-seven miles across Illinois and Indiana, connecting at Effingham with the Illinois Central, furnishing an outlet to Chicago on the north and Cairo on the south, and terminates at Terre Haute. From there it runs *via* Indianapolis and Columbus over the Pan Handle, connecting at Pittsburgh with the Pennsylvania Railroad. This road has a great many small branches and coal connections, but its total direct mileage is three hundred and fifty-six miles between St. Louis, Terre Haute, Indianapolis, and Logansport. The general offices of the Vandalia are nearly all located at St. Louis. Within the past two years the road-bed has been put in the most thorough

Maj. Simpson was appointed division superintendent in charge from Indianapolis to Terre Haute. In July, 1871, he was made general superintendent of the entire line from Indianapolis to St. Louis, and continued thus until November, 1875, when the Vandalia and St. Louis and Indianapolis Lines having been combined under one management, Maj. Simpson was made general manager of the consolidated lines. This position he held up to the time of his death, with headquarters in St. Louis. He was married December, 1866, to Miss Hattie L. Sherman, second daughter of Dr. W. G. Sherman, of Michigan City. During his residence in St. Louis he filled numerous positions. He was president of the Railway Employés Mutual Benefit Association, president of the Governing Board of the Union Depot, and chairman of the committees in charge of relay depots at East St. Louis and at Indianapolis. He was a member of the Society of the Army of the Tennessee, and belonged to the Cincinnati Society of ex-army and navy officers. He was also a member of the Ancient Landmarks lodge of Masons at Indianapolis, and belonged to the Order of Elks.

Maj. Simpson was pre-eminently a self-made man, rising to a position of great responsibility by sheer energy and faithful performance of duty. His integrity and honesty were unquestioned, and he was honored and esteemed for many sterling qualities.

order, and the iron rails between St. Louis and Indianapolis have been replaced with steel rails. Many other improvements have been made.

The eastern prolongation of the Vandalia Line is the Pittsburgh, Cincinnati and St. Louis Railroad, which operates in addition to its own line the Columbus, Chicago and Indiana Central Railway. The latter road, beginning at Indianapolis, where the Terre Haute and Indianapolis Railroad terminates, extends to Columbus, Ohio, where it meets the Pittsburgh, Cincinnati and St. Louis Railway. The latter road extends to Pittsburgh, Pa., and forms part of the Pennsylvania Railroad system.

The Pennsylvania Company was chartered by the Legislature of Pennsylvania, April 7, 1870, for the purpose of managing in the interest of the Pennsylvania Railroad Company the railroads leased and controlled by it west of Pittsburgh. The organization of the company dates from April 1, 1872. The aggregate length of the lines operated in 1882 was 3422.70 miles. Of this vast network of roads the Vandalia Line is one of the most important.

The Pennsylvania Railroad Company was chartered April 13, 1846, to construct a railroad from Pittsburgh to Harrisburg, to unite with the Harrisburg, Portsmouth, Mountjoy and Lancaster Railroad or by extension eastward with the Columbia Railroad. Authority was also conferred upon the company to connect with the Portage Railroad over the Allegheny Mountains at or near Hollidaysburg or Johnstown. The work of construction was begun at Harrisburg in July, 1847, and the division from that point to the junction with the Portage Railroad at Hollidaysburg was opened Sept. 16, 1850. The Western Division, from the western end of the Portage Railroad at Johnstown to Pittsburgh, was opened Sept. 10, 1852. The Mountain Division, and with it the whole line, was opened Feb. 15, 1854. From Harrisburg to Philadelphia the line is made up of the old Philadelphia and Columbia Railroad and the Harrisburg, Portsmouth, Mountjoy and Lancaster Railroad, which was leased in 1849.

The capital stock of the company was authorized to be increased in 1853, under which authority the company has been able to aid its western connections. In 1856 authority was obtained for the construction of a railroad to the Schuylkill River from the Philadelphia and Columbia Railroad, as well as for the construction of wharves, warehouses, etc. In 1857 the policy of disconnecting the State with the public works by the sale of all the works then owned by the State was confirmed by legislative action. These public works consisted of the Philadelphia and Co-

lumbia Railroad, the canal from Columbia to Duncan's Island, the Juniata Canal, the Allegheny Portage Road, and the canal from Johnstown to Pittsburgh. The property thus disposed of was purchased by the Pennsylvania Railroad Company. In 1860 the Lancaster and Harrisburg Railroad was leased, and in 1861 the Philadelphia and Erie Railroad was also leased. In 1864 the Philadelphia and Erie was opened for through traffic by means of the Western Pennsylvania Railroad. In 1865 the old canal below Freeport was converted into a railroad to connect the Western Pennsylvania and the Fort Wayne Railroad at Allegheny City, and during this year the "Connecting Railway" from Frankford to Mantua Junction, West Philadelphia, was constructed. "Fast freight" lines were introduced upon the road in 1865. In 1868-69 were effected those extended leases of Western lines by which communication was secured with Indianapolis, St. Louis, Louisville, and Chicago. In 1869 the Pittsburgh, Fort Wayne and Chicago Railroad was leased by the Pennsylvania Railroad Company; in 1870, the Erie and Pittsburgh; in the same year also the Wrightsville, York and Gettysburg Railroad came into the possession of the Pennsylvania Railroad Company. In 1870, as previously stated, the "Pennsylvania Company" was chartered to give greater efficiency to the management of the Western leased roads, and to the latter company all the interests of the Pennsylvania Railroad Company were transferred. In 1876 arrangements were effected with the Northern Central Railway Company which opened direct communication with Baltimore, and resulted in the construction of the Baltimore and Potomac Railroad, which gave the Pennsylvania Railroad a through line to Washington in 1873. In May, 1871, the railways and canals of the United Companies of New Jersey were leased by the Pennsylvania Railroad Company, and the amplest terminal facilities at Jersey City were secured. In the same year the Cleveland and Pittsburgh was transferred to the Pennsylvania Railroad Company, and also a controlling interest in the Jeffersonville, Madison and Indianapolis Railroad.

In 1881 the company purchased a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad (including the Delaware, the West Chester and Philadelphia, and the Philadelphia and Baltimore Central Railroads), and thus secured another and more direct line connecting Philadelphia and Baltimore.

The total mileage of the Pennsylvania Railroad proper, including branches, leased and operated lines, etc., in 1882 was:

Pennsylvania Railroad proper, with leased lines and branches.....	1172.50
Lines operated by the Pennsylvania Company	3422.70
Total.....	4595.20

The above statement includes the lines operated between Philadelphia and Pittsburgh and west of Pittsburgh, but does not comprise the New Jersey roads, the Philadelphia, Wilmington and Baltimore, the Northern Central, and the Baltimore and Potomac, with their branches in Pennsylvania, Maryland, Delaware, and New Jersey.

Chicago and Alton Railroad.—The Alton and Sangamon Railroad, chartered in 1847, commenced in 1849, and completed in 1852, was the first link in one of the most important railroads in the country, and the parent of the Chicago and Alton Railroad. After completion to Springfield, the road was extended to Bloomington, thence to Joliet, and thence to Chicago. The Chicago and Mississippi Railroad, chartered Feb. 27, 1847, was the organization that completed the road to Joliet. In December, 1857, the road from Alton to Joliet was sold for the paltry sum of five thousand dollars to Governor Matteson. The road represented an expenditure at the time of the sale of nine million five hundred and thirty-five thousand dollars. The purchaser was the St. Louis, Alton and Chicago Railroad, from whose hands the property passed in 1860 to James Robb, receiver. Under the financial and executive management of Mr. Robb the property improved in value, resources, and revenues rapidly, and in 1861 measures were inaugurated looking to the rehabilitation of the company, and in that year (February 16th) the Chicago and Alton Railroad Company was formed, with Mr. Robb as president. The proper termini of the road were recognized as being Chicago and St. Louis, and the offer of John J. Mitchell to build an independent line from Alton to East St. Louis, provided the Chicago and Alton Railroad Company would merge its franchises with those of the Alton and St. Louis Company, was accepted, and the road completed between East St. Louis and Alton. In 1868 the Chicago and Alton secured control of the Bloomington and Godfrey Line, a distance of one hundred and fifty miles, which had been built under the charter of the St. Louis, Jacksonville and Chicago Railroad Company. The lease under which this important connection was made runs for nine hundred and ninety-nine years, and the rental to be paid is forty per cent. of the gross earnings, provided the forty per cent. does not exceed two hundred and forty thousand dollars in any one year. In 1870–71 arrangements were entered into with the St. Louis, Jacksonville and Chicago Rail-

road Company by which a branch road from Roodhouse, Ill., to Louisiana, on the Mississippi River, was built, and at the same time the charter and franchises of the Louisiana and Missouri River Railroad Company were transferred to the Chicago and Alton Railroad Company. This latter charter contemplated the construction of a road two hundred and sixteen miles in length (with a branch from Mexico to Cedar City, fifty miles in length), to a point opposite Jefferson City. The road from Louisiana to Mexico, Mo., was opened in the year 1871–72, from Mexico to Fulton March 6, 1872, and from Cedar City to Fulton in July of the same year. Legal difficulties intervened to prevent the construction of the contemplated line from Louisiana to Kansas City, and arrangements were made with the St. Louis, Kansas City and Northern Railroad for traffic and passenger transportation over the road of the latter company from Mexico, Mo., to Kansas City, and for running passenger-trains on the line *via* Bloomington, Roodhouse, Louisiana, and Mexico, Mo., between Chicago and Kansas City. In 1878 the formation of an independent company to be controlled by the Chicago and Alton Company was effected, to build the Missouri extension from Mexico, Mo., to Kansas City. The corporate name of this company is the Kansas City, St. Louis and Chicago Railroad Company. Its road was opened through on the 1st of May, 1879.

The Chicago and Alton Road, main line, extends to Chicago, making connection there with the great number of roads running to the north and east. The Missouri Division uses the main line to Roodhouse. The length of the main lines east of the river and all in the State of Illinois, including branches, is five hundred and sixty-seven miles. This road is now in the twenty-first year of its existence, and, including side tracks, is one thousand and seventy miles in length east and west of the river. It forms a triple link between the cities of Chicago, St. Louis, and Kansas City, and there is a branch from Dwight to Washington, Ill., 86.96 miles in length. Very nearly the entire road has been relaid with steel rails within the past few years. The line traverses rich sections of country, and has a splendid freight and passenger business.

In 1877 the Chicago and Alton Company built a bridge across the Mississippi at Louisiana.

The directors of the Chicago and Alton Railroad Company are T. B. Blackstone, John B. Drake, Chicago, Ill.; Morris K. Jesup, New York; John F. Slater, Norwich, Conn.; George Straut, Peoria, Ill.; James C. McMullin, John Crerar, Chicago; Lorenzo Blackstone, Norwich, Conn.; John J. Mitchell, St.

Louis. The president of the company is T. B. Blackstone, Chicago. The Louisiana and Missouri River Railroad, extending from Louisiana, Mo., to Cedar City, Mo., a distance of 100.80 miles, was chartered in 1865, completed in July, 1872, and leased in perpetuity to the Chicago and Alton Railroad Company from Aug. 1, 1870. R. P. Tansey, St. Louis, is president of the company, and W. W. Pope, St. Louis, is secretary and treasurer.

The Chicago, Burlington and Quincy Railroad Company had its origin in the organization in 1849 of the Aurora Branch Railroad Company, and the construction of a railroad from Aurora to Geneva. In 1852 the Chicago and Aurora Railroad Company was organized, and built the road from Chicago to Aurora. In 1856 this latter road was consolidated with the Central Military Tract Railroad Company, which owned the road from Mendota to Galesburg, the new company being known as the Chicago, Burlington and Quincy Railroad Company. The Northern Cross Railroad Company, owning a line between Galesburg and Quincy, became embarrassed, and was purchased in 1860 by the Chicago, Burlington and Quincy. The Peoria and Aquatoka Railroad, which was purchased in 1862, gave the company a line from Peoria to East Burlington, with a terminus on the Mississippi River. In 1862 the company built the line from Gates City to Lewiston, and in 1868 the road from Lewiston to Rushville, under the charter of the Peoria and Hannibal Railroad Company. The Dayton, Peoria and Hannibal Railroad Company's charter was obtained about the same time. From Galva to New Boston and Keithsburg, the road was built under the charters of the American Central and of the Dixon and Quincy Railroad Companies, and leased by the Chicago, Burlington and Quincy. The Fox River Line was built under the charter of the Ottawa, Oswego and Fox River Valley Railroad Company, and leased by the Chicago, Burlington and Quincy. The road from Mendota to East Clinton was built by the Illinois Grand Trunk Railroad Company, and leased by the Chicago, Burlington and Quincy. By the lease of the Chicago and Iowa Railroad by the Chicago, Burlington and Quincy the Chicago and Rock River Railroad was reached, and by the lease of the Quincy and Warsaw Railroad and of the Carthage and Burlington Railroad the line from Quincy to Burlington was obtained, while the Keokuk and St. Paul Railroad Company opened the trade and travel of Keokuk to the Chicago, Burlington and Quincy. The Quincy Division, from Quincy to East Louisiana, was built by the Quincy, Alton and St. Louis Railroad Company, and was

leased to the Chicago, Burlington and Quincy in 1876. The St. Louis, Rock Island and Chicago, built under the charter of the Rockford, Rock Island and St. Louis Railroad Company, and leased in 1876 to the Chicago, Burlington and Quincy, extends from the Chicago and Northwestern, near Sterling, to Rock Island, and thence to St. Louis.

The Burlington and Missouri River Railroad was consolidated with the Chicago, Burlington and Quincy in 1872, and became the Iowa Division. During 1881 a number of extensions and new lines of road were built in Missouri, Nebraska, Illinois, Iowa, and Colorado.

The St. Louis Division of the great Burlington Road consists of the old Rockford, Rock Island and St. Louis Railroad, two hundred and forty-seven miles in length, to Rock Island, and connects St. Louis with the Chicago, Burlington and Quincy system, with two thousand five hundred and eighty-six miles of road in Illinois, Iowa, Missouri, Kansas, Nebraska, and Colorado. The St. Louis Division was opened up in 1877. Previous to that time the Burlington had no line of its own into St. Louis, though it had good connections. From St. Louis a through line is formed in connection with the Burlington, Cedar Rapids and Northern and Minneapolis and St. Paul Roads to points in the Northwest. *Via* Rock Island and the Chicago, Milwaukee and St. Paul a line is formed for all Missouri River and Wisconsin points, Manitoba, Montana, and Idaho. The Denver extension of the Burlington was completed July 1, 1882, and it is the only one of the lines from St. Louis which has its own track to that city. It penetrates the most fertile portions of Nebraska, and has opened up a section of country the trade of which ought to be very valuable to the merchants and manufacturers of St. Louis if the proper efforts are put forward to secure it.

The south end of the St. Louis Division of the Burlington passes through a rich wheat country. North of Vermont, Ill., the corn country along the line is reached and extends on through Illinois and Iowa, and in that section are also the great dairy farms of the West. This road brings over four million pounds of butter to St. Louis annually in its refrigerator-cars. The business both in and out of St. Louis is rapidly increasing.

The president of the company is C. E. Perkins, Burlington, Iowa; First Vice-President, A. E. Tonzalin, Boston; Second Vice-President and Treasurer, J. C. Peasley, Chicago; Third Vice-President and General Manager, T. J. Potter, Chicago. Officers of the St. Louis Division: Superintendent, W. R. Crumpton, St. Louis; Freight and Passenger Agent, W. D.

Sanborn, St. Louis; Master-Mechanic, A. Forsyth, Beardstown, Ill.

The Texas and St. Louis Railway Company was organized on the 14th of April, 1879, as the successor of the Tyler Tap Railroad, and the road was opened to Trinity, one hundred and eighty-one miles, at the close of 1880. It was extended to Corsicana, a distance of two hundred and three miles, on the 1st of April, 1881, and to Waco, two hundred and sixty miles, Sept. 1, 1881. The company purchased the Little River Valley and Arkansas Railroad in Missouri, and organized under the name of the Texas and St. Louis Railway Company of Arkansas and Missouri, to build a railroad from Texarkana to Cairo, the object being to run through cars from Bird's Point, opposite Cairo, Ill., to Gatesville, Texas, a distance of seven hundred and thirty-two miles. On the 29th of May, 1882, the company effected a traffic alliance with the Illinois Central Railroad and the St. Louis, Alton and Terre Haute, commonly known as the Cairo Short Line, by which those companies agreed to interchange business and operate their respective roads as one line. Under this agreement the company is enabled to run its trains into St. Louis and Chicago. On the 16th of May, 1882, a similar arrangement was effected with the Arkansas Midland and the Batesville and Brinkley Railroad Companies, by the terms of which those companies agreed to change their gauge from three feet six inches to three feet and to complete their lines to their respective termini. This agreement secures to the Texas and St. Louis Company a line into Little Rock and Helena, Ark., and also to Augusta, Newport, Jacksonport, and Batesville, in the White River valley. Arrangements were also made to extend the line from Waco to Laredo, and to construct a branch from Mount Pleasant to Dallas, Texas.

The road is known as the "Cotton Belt" route, and is a most important addition to the railroad interests of St. Louis. The project originated among the cotton men of St. Louis, who saw an opportunity to penetrate one of the richest cotton belts in the South and draw the staple to the St. Louis market. With the exception of a gap of forty-five miles to be filled in Arkansas, this road has a continuous track between Bird's Point, Mo. (opposite Cairo, Ill.), and Gatesville, Texas, or a distance of seven hundred and fifty-two miles. There is a branch from New Madrid, Mo., to Malden, the county-seat of Dunklin, the "banner" cotton-producing county of Missouri, and also producing a large amount of corn. A branch will soon be constructed to Dallas, Texas, and as soon as the forces can be transferred from Arkansas the extension through Texas to Laredo, on the Rio Grande, will be

pushed along as fast as men and money can accomplish it. When the road reaches Laredo a connection will be formed with a narrow-gauge road which will be running into the city of Mexico by that time,—the Mexican National. From Texarkana the road runs parallel with the Iron Mountain Railway through Arkansas, and divides the country between it and the Mississippi River. While the richest cotton counties are traversed, there are also along the route some of the heaviest and best timber forests to be found in the United States. In Arkansas and Texas there have already been over fifty saw-mills started along the line of the narrow-gauge; new towns are being established, and immigration is pouring into the counties through which the road passes.

From Cairo the connection is made by change of trucks with the Cairo Short Line, over which road the freight will be transported to East St. Louis. During the past year a large and substantial brick building was put up at East St. Louis and supplied with the machinery necessary to establish there a cotton compress, the total cost of which was two hundred thousand dollars. This press will receive and handle the staple from along the narrow-gauge line, and it is expected that the cotton trade of St. Louis will be largely increased by the receipts over the Texas and St. Louis and Cairo Short Line roads.

The earnings during 1881 amounted to \$198,039.90, and the expenses to \$166,237.49. The company has a land grant of 10,240 acres to each mile of completed road, and capital stock is provided for at the rate of \$10,000 per mile; funded debt, first mortgage six per cent. thirty-year bonds, dated June 1, 1880, interest June and December, \$10,000 per mile; land grant and income six per cent. thirty-year bonds, dated June 1, 1880, \$10,000 per mile, interest payable if earned. Up to April 1, 1882, there had been issued \$2,660,000 first mortgage bonds, \$2,660,000 income bonds, and \$2,660,000 of stock, a total of \$7,980,000. On the Missouri and Arkansas Division bonds were issued upon 160 miles of road at \$10,000, or \$1,600,000 first mortgage, and the same amount of income bonds.

The officers of the company are: Directors, J. W. Paramore, W. M. Senter, J. L. Sloss, St. Louis; L. H. Roots, Little Rock, Ark.; T. R. Bonner, L. B. Fish, Tyler, Texas; L. C. De Morse, Texarkana, Ark.; T. J. Lowe, Gilmer, Texas; C. M. Seley, Waco, Texas. President, J. W. Paramore, St. Louis; Vice-President, W. M. Senter, St. Louis; Treasurer, L. B. Fish; Secretary, C. T. Bonner; General Freight and Ticket Agent, G. W. Lilley, all of Tyler, Texas; Master of Machinery, G. W. Prescott,

St. Louis; General Superintendent, J. B. Van Dyne, Tyler, Texas; Chief Engineer, C. F. Stephens, Pine Bluff; Purchasing Agent, F. W. Paramore, St. Louis; Master of Car Repairs, W. J. Lewis, Tyler, Texas. The principal office of the company is at St. Louis.

Col. James W. Paramore, president of the Texas and St. Louis Railway Company, was born near Mansfield, Ohio, Dec. 27, 1830,—a farmer's son and the tenth of a family of eleven children. He early determined to secure a college education, and as his father was only in moderate circumstances, he decided that it should be obtained at his own expense. After some debate his father gave his consent, on condition that he should relinquish his share of the paternal estate. At seventeen he prepared for college at Mansfield Academy, and then went through Granville College (now Denison University), graduating in the class of '52 with high honors. During this entire period he supported himself by his own labor. He then taught two years in the Montgomery (Ala.) Academy, and studied law in the office of Bortley & Kirkwood, at Mansfield, Ohio. Mr. Bortley was afterwards elected supreme judge, and also became Governor, while Mr. Kirkwood moved to Iowa, and became Governor and United States senator, and was a member of President Garfield's cabinet.

Young Paramore then attended the Albany Law School, graduating in 1855 as Bachelor of Laws, and subsequently opened a law-office at Cleveland, and made an excellent beginning. A disastrous commercial speculation, however, in 1857, induced him to seek a new field in the West, and he settled at Washington, Mo., where, in addition to conducting a promising law business, he published the *Washington Advertiser*, a local paper of fair circulation and influence.

Upon the breaking out of the war he returned with his family to Ohio, and promptly responded to the call for troops, becoming major in the Third Ohio Cavalry, and serving under Buell, Roscerans, and Thomas, in the Armies of the Ohio and the Cumberland. He participated in twenty-seven engagements (many of them very severe ones), without, however, receiving a wound. He was very popular and efficient as an officer, and after the battle of Stone River was promoted to the colonelcy of the regiment over the lieutenant-colonel and the senior major, and for a considerable period commanded the Second Cavalry Brigade.

In 1864 he resigned from the army and engaged successfully in business at Nashville, Tenn. In 1867 he turned his attention to railroading, and obtained a charter for the Tennessee and Pacific Railroad, a link designed to connect the Southern Pacific with

the Atlantic waters at Norfolk, Va. Under the stimulus of liberal aid from the State, a portion of the line was completed, but unfriendly legislation followed and the work was suspended. As superintendent, etc., Col. Paramore continued to operate the finished portion until the adoption of the new Constitution forbade any further hope of help from the State, and then he sold his interests and removed to St. Louis, attracted by the grand capabilities of the city. He here began to urge upon others the possibilities of St. Louis becoming a great cotton market, but generally his ideas were declared to be Utopian. The Iron Mountain Railroad had just been completed into the cotton belt, and his quick perception grasped the idea that this highway, extending into the very heart of the cotton-producing region of Arkansas and Texas (the finest in the world), opened a new enterprise for St. Louis and made it possible to establish here one of the leading cotton markets of the world. To accomplish this two things were requisite: 1. Reasonable transportation charges to St. Louis, which were readily conceded by Mr. Allen, the president of the Iron Mountain Railroad; and 2. The reduction of the expense of handling the staple to the lowest possible figures. The latter could be accomplished only by the use of machinery more powerful than had been previously considered necessary. Chiefly through his labors the Cotton Compress Company was formed in 1873, with himself as president. It started with seventy-five thousand dollars, but now has one million two hundred and fifty thousand dollars paid-up capital, and maintains the largest and most convenient warehouses for handling cotton in the world. The company occupies about eighty acres of land, and has a handling capacity of fully five hundred thousand bales of cotton a year, and a compressing capacity of three thousand bales daily.

Col. Paramore was president of the company, and the architect of all the buildings and compresses that now comprise this magnificent system of handling cotton, which (by the way) is being copied by other cotton markets of the country.

This was the pioneer of other establishments of a similar character, and the result of Col. Paramore's prompt and far-sighted action has been to place the cotton trade of St. Louis on a substantial basis. From an average of 28,575 bales from 1866 to 1873 it has risen to 480,028 bales in 1879-80, and 402,706 bales in 1880-81.

In such esteem were Col. Paramore's services in this respect held, that in December, 1880, the business men of St. Louis presented him with a silver service, accompanied by the following letter:



J. W. Paronore

LIBRARY
OF THE
UNIVERSITY OF ILLINOIS.

"MR. J. W. PARAMORE:

"Dear Sir,—By this testimonial we desire to express our high regard for your character as a friend, and to offer our tribute of admiration for the rare ability you have shown in the successful management of the large business enterprise under your control. To you more than to any other person is due the credit for erecting the compress warehouses, by which a flourishing trade in cotton was created; and to you, also, should be accorded especial praise for your untiring efforts to build a railroad into Texas, that our commerce with that State might be increased and forever secured. Not alone as a leader in these enterprises have you manifested that consummate skill and courageous, indomitable energy which have marked your conduct as a business man, but in every useful measure with which you were concerned, whether for the public good or for private gain, you have always shown the fidelity and disinterested zeal of a true friend and benefactor. Please accept this solid silver service as being the token of our esteem commemorative of your career."

While studying the cotton question, Col. Paramore observed that in Arkansas, Texas, Southern Kansas, and the Indian country there was a region capable of producing more than two million bales of cotton yearly legitimately tributary to St. Louis, but with no economical means of reaching a market, and he conceived the system of roads known as the "Cotton Belt Route" to penetrate this region. In the fall of 1881 he resigned the presidency of the Cotton Compress Company, and has ever since given his undivided attention to the prosecution of this great work. It is a system of narrow-gauge railroads, extending from Cairo, Ill., to Laredo, Texas, with "feeders" at various points, embracing, when completed, over one thousand five hundred miles of railroads, and penetrating a section of the Southwest unrivaled for the raising of cotton and miscellaneous produce. At Laredo the system connects with the road now building under the "Palmer-Sullivan concession" through Mexico, and at Cairo it has an extremely advantageous traffic contract with the Illinois Central Railroad, by which, as previously stated, it makes direct connection with St. Louis, and also Chicago and all Eastern cities.

It is not by chance that Col. Paramore has selected the three-foot gauge for his system of railroads. His is a strong, analytical mind, and before engaging in any enterprise he is accustomed to give it a thorough and exhaustive study from every stand-point. He chose the three-foot gauge, not on grounds of present expediency merely, but in the firm belief that this system is the one best adapted to the South, and must crowd the old "broad-gauge" roads to the wall. He argues that since the product of about eighty acres of cotton may be carried in one car, while only five to ten acres of the staple products of the North are required to fill a car, the South does not need the heavy and expensive system of broad-gauge railroads. He asks, "Why send a four-horse wagon to bring a two-

horse load?" In other words, why maintain broad-gauge roads when narrow-gauge will answer the same purpose?

In his investigation of the matter, Col. Paramore has come to the most important conclusions, if true. He not only claims the absolute economy of a three-foot gauge road, but he believes that such a road, with a debt limited to the expense of building and operating, can hold in check the vast railway monopolies already in existence, with their roads bonded for many times their value. It must be apparent that a railway whose fixed charges for interest do not exceed six hundred dollars per mile, and which if substantially built can be worked for 33½ per cent. of its gross earnings, can afford to give lower rates, both for freight and passenger traffic, than one whose fixed interest charges are twelve hundred to fifteen hundred dollars per mile annually, and which, under the most favorable circumstances, cannot be worked for much less than sixty per cent. of its gross earnings.

There seems little room to doubt the correctness of Col. Paramore's belief that this system of railroads will effectually protect the people of the South against the concentrating tendencies of the great broad-gauge roads. In the judgment of Col. Paramore the narrow-gauge railroad is the one upon which the future business of the country will be done; the present standard gauge must ultimately give way before it, since it embraces economy in construction and economy in operation, and lessens immensely the cost of moving the products of the farmer and manufacturer. There is also the important consideration that such roads, properly managed, will always be able to respond to the popular cry of cheap transportation, and will effectually spike the guns of those who are demanding that "government should lay its iron hand on the railroads and undertake to regulate their charges."

Upon the subject of cheap transportation Col. Paramore holds novel and striking views, contrary to the belief generally entertained by the people in the Mississippi valley, viz., "that railroad transportation is cheaper than river." While others have proclaimed the Mississippi to be "God's great highway for commerce," he views it as merely a great "national sewer," and says that to man has been left the labor of providing "cheap and rapid transportation" by the construction of railroads. He energetically insists that, as a matter of fact, cotton can to-day be shipped from Arkansas and Texas *via* St. Louis to Europe cheaper than from the gulf port cities.

This discussion illustrates very forcibly the original and striking methods of thought that characterize

Col. Paramore. Whether his conclusions agree with those of previous investigators in the same field matters little to him; like every independent and original thinker, he has supreme confidence in his own judgment, and follows it unflinchingly, although it may lead him to abandon old traditions and attack old idols. Living in a period celebrated for great railroad men, he loses nothing by comparison with the greatest of them. In one short decade he has written his name indelibly on the history of St. Louis and the great Southwest. As has been well said, "He has been the chief promoter, and in some sense the creator, of one of the richest trades that pay tribute to St. Louis, and has now laid hold upon the carrying trade of the Southwest with a boldness and vigor and originality that make him one of the most conspicuous and able leaders of the time."

Col. Paramore has not only shown St. Louis how to be a great cotton market, but he has also exerted himself to make it the centre of a system of railroad transportation which now seems destined to revolutionize the railroad system of the South and Southwest, and work incalculable benefits to the industries of those regions.

Col. Paramore is still in the full vigor of manhood, when judgment is at its best, and although he has already done more for St. Louis than often falls to the lot of one man to accomplish for a community, his fellow-citizens are encouraged to hope that what he has already performed is only a promise of a yet more brilliant and useful future.

Indianapolis and St. Louis Railroad and the St. Louis, Alton and Terre Haute Railroad.—The Terre Haute and Alton Railroad was chartered Jan. 28, 1851. In 1852 the Belleville and Illinoistown Railroad Company was incorporated by the Illinois Legislature to construct a railroad from Illinoistown (now East St. Louis) to Belleville. In 1854 an act was passed by the Illinois Legislature authorizing the consolidation of both of the above railroads under the style of the Terre Haute, Alton and St. Louis Railroad Company. The consolidation was not effected until 1856, when the whole line from East St. Louis to Terre Haute and from East St. Louis to Belleville was completed and opened to traffic. Financial embarrassments overtaking the new company it was placed in the hands of a receiver, and on the 18th of February, 1861, reorganized under the style of the St. Louis, Alton and Terre Haute Railroad Company, which took possession in 1862.

The Indianapolis and St. Louis Railroad was chartered Aug. 31, 1867, and opened July 11, 1870, having been built in the interest of and leased to the

Pennsylvania Company (Pennsylvania Railroad). In 1867 it leased the St. Louis, Alton and Terre Haute Railroad for ninety-nine years; the Cleveland, Columbus, Cincinnati and Indianapolis, the Lake Shore and Michigan Southern, the Indianapolis, Cincinnati and Lafayette, and the Pittsburgh, Fort Wayne and Chicago Railroad Companies being guarantors of the lease. The Indianapolis, Cincinnati and Lafayette Railroad having passed into the hands of a receiver, the other companies were left to guarantee the provisions of the lease, which they did until April 1, 1878, when the Indianapolis and St. Louis Railroad Company refused to pay the monthly rental unless the St. Louis, Alton and Terre Haute consented to a reduction of the rental to three hundred thousand dollars. Litigation ensued to compel a performance of the lease.

The Cairo Short Line, as the St. Louis, Alton and Terre Haute is generally called, is the connecting link between St. Louis and New Orleans. It is also closely allied with the Illinois Central, and the latter now controls the Chicago, St. Louis and New Orleans, or Great Jackson route, which with the Cairo Short Line forms the through line between St. Louis and New Orleans, the entire distance being six hundred and ninety-eight miles. The distance between St. Louis and Cairo by the Short Line is one hundred and fifty miles. The traffic agreement with the Texas and St. Louis, it is confidently believed, will result in a large exchange of business between the two roads. The narrow-gauge has opened up an entirely new section of country, and one, too, that is rich in resources, and rapidly filling up with a good class of settlers. At Cairo adequate transfer facilities have been provided, and very little time will be lost in changing the cars from the trucks of the two lines, which is to be done in order not to break bulk. The Cairo Short Line not only has a large through business, but its local business is exceptionally fine. It is one of the heaviest of the coal-carrying roads.

The Indianapolis and St. Louis Railroad is a part of the "Bee-Line System," the other lines in the system being the Cleveland, Columbus, Cincinnati and Indianapolis Railroad and the Dayton and Union, all of which are practically under one management. The Bee Line has been in operation more than twenty years. The mileage of the system is as follows:

	Miles.
Indianapolis and St. Louis Line, from St. Louis to Indianapolis	263
Cleveland, Columbus and Cincinnati, from Indianapolis to Cleveland.....	283
Cincinnati to Cleveland.....	245
Columbus to Delaware, Ohio	25
Dayton to Union.....	47
Total.....	863

The president and receiver of the company is J. H. Devereux, of Cleveland, Ohio. The president of the St. Louis, Alton and Terre Haute Company is W. Bayard Cutting, of New York; Vice-President, Treasurer, and General Manager, George W. Parker, St. Louis; Secretary, E. F. Leonard, St. Louis.

Louisville and Nashville Railroad.—The St. Louis and Southeastern Railway (Louisville and Nashville Railroad, St. Louis Division) was the outcome of railroads chartered by the States of Illinois, Indiana, Kentucky, and Tennessee. The St. Louis and Southeastern and the Evansville and Southern Illinois were chartered by the State of Illinois in 1869. The Evansville, Carmi and Paducah Railroad Company was chartered by Indiana in the same year. Under these three charters the main line from St. Louis to Evansville, Ind., and the Shawneetown Branch were constructed. The road from Mount Vernon to Ashley and from Ashley to St. Louis was put under contract immediately, and trains were running to Mount Vernon in 1870, and to East St. Louis in 1871. The Illinois companies were consolidated in 1870 under the name of the St. Louis and Southeastern Railway Company of Illinois and Indiana.

In 1872 negotiations were finally completed by which the franchises of the Evansville, Henderson and Nashville Railroad, incorporated by Kentucky in 1867 to build a railroad from Henderson to the State line of Tennessee, were transferred to the St. Louis and Southeastern. The length of the road proper is 208 miles, divided into the St. Louis Division, from East St. Louis to Evansville, 160.8 miles; the Shawneetown Branch, 41.5 miles; and the O'Fallon Branch, 5.9 miles. The Kentucky Division, from Henderson to Guthrie, is 98 miles in length, and the Tennessee Division, from Guthrie to Nashville, is 47 miles in length.

In 1880 the road passed under the control of the Louisville and Nashville Railroad, and now forms a part of that great system.

The Louisville and Nashville Railroad connects St. Louis with Nashville, Tenn., it being three hundred and sixty-one miles to the latter point, and there joins the system which extends through the Southeast, penetrating with its leased lines and allied roads the States of Illinois, Kentucky, Tennessee, Georgia, and Florida. The Louisville and Nashville system proper, without including the leased lines, is two thousand three hundred and twenty miles in length. The headquarters are at Louisville, and it is regarded as one of the most valuable of the lines classed as Southern roads.

In conjunction with the Chesapeake and Ohio Road, with which it connects at Louisville, a through route to points in West Virginia, Virginia, Washington, Baltimore, and Georgia is formed. During the past year the Louisville and Nashville opened up a line between St. Louis and the city of Louisville, the route being formed over the Louisville Air Line, which meets the Louisville and Nashville at Mount Vernon, Ill. The line passes the county-seat of every county on the route in Illinois, and traverses one of the best wheat-growing sections of that State. There is a large milling interest on the road, and it is one of the heaviest coal-carrying roads that enters the city of St. Louis.

St. Louis and Cairo Railroad.—The Cairo and St. Louis Railroad Company was chartered Feb. 16, 1865, to construct a railroad from East St. Louis, *via* Columbia and Waterloo, Red Bud and Sparta, Murphysboro' and Jonesboro', to Cairo. Ground was broken Aug. 30, 1871, and the road was completed and opened on the 1st of March, 1875. On July 14, 1881, the road was sold, under foreclosure of the first mortgage bonds, and a new company organized, under the name of the St. Louis and Cairo Railroad Company, which took possession of the road on Feb. 1, 1882. The line of the road extends from East St. Louis to Cairo, Ill., a distance of 146.5 miles. The St. Louis and Cairo Railroad is a narrow-gauge line, and was the first of its kind built near St. Louis. Its business has been chiefly of a local nature, and principally between the points from which the name is derived. It passes through some of the most prosperous counties of Illinois, and has built up a business which, while not being regarded as large, is fairly satisfactory. One of the drawbacks has been the gauge, on account of which the exchange of business with the standard gauge roads has been comparatively light. About a year ago it was generally supposed that the St. Louis and Cairo would make connection with the Texas and St. Louis (the Paramore system), and thus form the connecting link between that chain of narrow-gauge lines and the Toledo, Cincinnati and St. Louis, the latter now practically completed to East St. Louis. The arrangement, however, was not carried out, as the Texas and St. Louis some time since made a traffic arrangement with the Cairo Short Line and the Illinois Central.

The directors of the company in 1882 were S. Corning Judd, H. B. Whitehouse, Chicago; J. A. Horsey, E. Norton, New York; J. B. Livingston, East St. Louis; F. Bross, Cairo. President, W. F. Whitehouse, Chicago; General Superintendent, Charles Hamilton, St. Louis.

The Toledo, Cincinnati and St. Louis Railroad is the longest narrow-gauge road east of the Mississippi River, and is now practically finished to East St. Louis, where track-yards, freight-houses, and depots are being provided. The original name of the road was the Toledo, Delphos and Bloomington, but it was subsequently changed to the style given above. The system now embraces a mileage of about nine hundred miles, and the necessary amount of money has been secured to put in order and equip the St. Louis end. At Delphos, Ohio, the line branches to St. Louis, making nearly a direct route from St. Louis to Toledo, Ohio. This will be a most important road to St. Louis, as it runs through the upper Ohio valley, and thus opens up to trade a territory not heretofore directly tributary to this market.

The West End Narrow-Gauge Railway extends from Grand Avenue, St. Louis, to Florissant, Mo., a distance of sixteen miles. It was opened Oct. 1, 1878, and sold under foreclosure in March, 1879. The president of the company is Erastus Wells; Superintendent, Rolla Wells; Secretary and Treasurer, William D. Henry.

The East St. Louis and Carondelet Railway was chartered on the 18th of February, 1857, and opened Sept. 26, 1872. It is used chiefly as a connecting road for all lines terminating at East St. Louis. It extends from East St. Louis to Falling Springs, Ill., a distance of 9.25 miles, with a branch to East Carondelet, a distance of 2.25 miles. At East Carondelet, by means of the Missouri Pacific steam ferry, cars are transferred to and fro between the Missouri Pacific and San Francisco and Iron Mountain Roads and the roads on the east bank of the river. The officers of the company are Thomas D. Messler, president, Pittsburgh; John B. Bowman, secretary, East St. Louis; W. H. Barnes, treasurer, Pittsburgh; Joseph Hill, general superintendent, St. Louis.

The East St. Louis Connecting Railway extends along the levee in East St. Louis a distance of 1.25 miles. The company was chartered Dec. 26, 1877, and the road was opened Oct. 28, 1879. The officers are S. C. Clubb, president, St. Louis; S. A. Chouteau, secretary, St. Louis; Gordon Willis, general freight agent, East St. Louis; H. L. Clark, treasurer, St. Louis; Robert Henry, road-master, East St. Louis.

The Illinois and St. Louis Railroad and Coal Company was chartered originally as the St. Clair Railroad Company on the 26th of February, 1841, and the name was changed to that of the Pittsburgh Railroad and Coal Company, chartered Feb. 10, 1859. The corporation was reorganized under its present

title on the 16th of February, 1865. The line extends from Belleville, Ill., to East St. Louis, Ill., a distance of fifteen miles, and has coal-mine branches aggregating three miles in length.

The St. Louis Bridge Railroad was operated until 1881 by the St. Louis Bridge Company, which succeeded (March 17, 1879) the Illinois and St. Louis Bridge Company, sold out under foreclosure. On the 1st of July, 1881, the bridge was leased to the Missouri Pacific and Wabash, St. Louis and Pacific Railway Companies. The length of the track on the great bridge across the Mississippi and its approaches is 6439 feet, and the length in St. Louis is 11.19 miles, and in East St. Louis 5.77 miles. The bridge has two roadways,—the lower one for steam railway traffic alone, the upper one for horse railways, wagons, and foot-passengers.

The St. Louis Coal Railroad is owned and controlled chiefly by capitalists of St. Louis, mostly manufacturers and coal-miners. Its length is now about one hundred miles. It runs to some of the largest coal-mines in Illinois, and there are being started on the line some iron- and steel-works that promise to be the largest in the State. It reaches St. Louis over the Cairo Short Line track.

The Tunnel Railroad of St. Louis was formerly the St. Louis Tunnel Railroad, which was sold under foreclosure, and a new company formed under the title of the Tunnel Railroad of St. Louis, with a capital of one million two hundred and fifty thousand dollars, divided into shares of one hundred dollars each. In July, 1881, this company leased its road and property to the Wabash, St. Louis and Pacific and the Missouri Pacific Railway Companies, which agreed to pay as rental an annual dividend of six per cent. on the capital stock, to pay two thousand five hundred dollars a year for the expenses of organization, to provide and maintain offices in New York and St. Louis, and to pay all expenses of advertising, etc. The president of the company is Julius S. Walsh, of St. Louis. The length of the tunnel is about one mile.

MILEAGE OF RAILROADS CENTERING IN ST. LOUIS IN 1882.

RAILROADS EAST OF THE MISSISSIPPI.		Miles.
Vandalia Line.....	356	
Ohio and Mississippi	624	
Bee Line.....	863	
Chicago and Alton.....	567	
Wabash, St. Louis and Pacific (east)..	2307	
Chicago, Burlington and Quincy.....	1064	
Louisville and Nashville.....	319	
St. Louis and Cairo.....	151	
Toledo, Cincinnati and St. Louis.....	900	
Cairo Short Line.....	150	

Total eastward 7,301

RAILROADS WEST OF THE MISSISSIPPI.

	Miles.
Southwestern system.....	5944
St. Louis and San Francisco.....	891
Wabash, St. Louis and Pacific (west)..	1363
Chicago and Alton (west).....	265
Keokuk and St. Louis Line.....	139
Texas and St. Louis.....	800
Chicago, Burlington and Quincy (west).....	1522
Total westward.....	10,924
Aggregate.....	18,225

St. Louis, although advantageously situated, with sixteen railroads and three great rivers, has labored under many disadvantages in respect to freight rates, and an attempt is now being made through the organization of a Freight Bureau to obtain her just rights in the premises. The amount of business in the past year, as indicated by the tonnage handled, shows a steady increase, as will be seen by the following table :

	1882.	1881.	1880.
Tons freight received...	7,702,702	7,602,985	6,990,384
Tons freight shipped.....	4,519,065	4,346,937	3,793,205
Total by river and rail	12,221,767	11,949,922	10,783,589

Union Depot, on the south side of Poplar Street, between Ninth and Twelfth, is the central point at which converge the railroads entering St. Louis. It is a large building of brick and stone, and was erected by a company organized on the 10th of June, 1871. At the preliminary meeting held for the purpose of completing the organization "for the establishment of a union passenger depot and tunnel in St. Louis" the following persons were present :

Daniel Torrance, president O. and M. R. R. Co.; A. N. Christie, vice-president O. and M. R. R. Co.; Gen. L. B. Parsons, director O. and M. and North Mo. R. R.; W. R. McKeen, president St. Louis, Vandalia and Terre Haute Railroad; W. G. Broughton, superintendent St. L. and St. J.; E. W. Woodward, president Indianapolis and St. Louis R. R.; Oscar Townsend, president C. C. C. and I. R. R. Co.; J. J. Mitchell, director C. and A. R. R.; J. C. McMullen, general superintendent C. and A. R. R.; Gen. E. F. Winslow, president St. L. and S. E. R. R.; A. Carnegie, director U. P. R. R.; Capt. James B. Eads, chief engineer Bridge Company; Dr. William Taussig, chairman executive committee Bridge Co.; William P. Shinn, general agent Penn. Central R. R. Co.; James Smith, of Jamison, Smith & Cotting, bankers, New York; Col. T. A. Scott, president Penn. Central R. R. Co.; J. A. McCullough, general manager Penn. Central; J. N. Drummond, assistant president T. W. and W. R. W. Co.; Gen. A. Anderson, vice-president T. W. and W. R. W. Co.; Hon. W. M. McPherson, director in Bridge Company and N. M. R. R. Co.; Col. George E. Leighton and B. M. Chambers, directors in Mo. Pacific R. R. Co.; Thomas Allen, president Iron Mountain R. R.

On motion of Col. Thomas A. Scott, the following plan of organization was adopted :

"1. The company to be organized on a basis of five millions of dollars, as follows :

"First mortgage seven per cent. gold bonds, free of tax.....	\$2,000,000
Three millions capital stock.....	3,000,000
	\$5,000,000
"From which it is expected to realize—	
Two millions of bonds, at say 85.....	\$1,700,000
Three millions capital (assuming that only one-third will be called).....	1,000,000
	\$2,700,000
"Which will cover the following estimated cost :	
Real estate.....	\$750,000
Tunnel (according to engineer's estimates)....	615,000
Depot building (according to engineer's estimates).....	1,000,000
Interest on bonds during construction.....	100,000
Contingencies.....	235,000
	\$2,700,000

"2. The amount necessary to pay the annual interest on the bonds and the premium thereon (say \$155,000), also eight per cent. interest on the paid-up capital (\$80,000), also the costs and expenses of maintenance (say \$50,000), and a sufficient amount to provide a sinking fund of not less than \$50,000 per annum, which shall be used by the trustees, first, to reduce by lot annually the bonded indebtedness until it is paid off, and thereafter to return ratably to each shareholder ninety per cent. of his stock investment, and when this is accomplished, the depot and its business shall ever thereafter be subject only to such assessment as will be required to pay its maintenance. Taxes and working expenses with eight per cent. per annum on the remaining ten per cent. of stock, which shall be preserved for the purpose of holding intact the corporate organization and franchises of the company, shall be assessed *pro rata* against all the roads using the depot and tunnel.

"3. Contracting roads pay only the net amount of such assessment; non-contracting roads or future lines shall pay thirty (30) per cent. in addition to their *pro rated* assessment, of which additional percentage one-half is to be returned to the contracting roads according to their *pro rata*, and the other half, together with all the rents obtained from the building proper, such as offices, eating-houses, restaurants, etc., goes to stock.

"4. With the consent of the depot company and two-thirds of the contracting lines, the additional percentage of the assessment against non-contracting lines may be reduced to not less than ten (10) per cent.

"5. The *pro rating* shall be made on the tonnage of freight passing through the tunnel or going to the depot, whether through the tunnel or otherwise, and also on each passenger-, baggage-, and express-car entering the depot or tunnel (an account of which shall be kept by the depot company), and each passenger-, baggage-, and express-car shall be assessed the same as ten tons of freight. But the board of directors shall, by the assent of two-thirds of its entire body, have authority to make and establish from time to time such tariff of rates and charges, both as regards the through and local business that may be done in said tunnel and depot, as they may deem just and equitable, it being, however, provided that the rates so established shall produce the amount required as stated in Section 2.

"6. No charge shall be made to contracting roads for locomotives or empty cars.

"7. The privileges of the depot consist in the use of tracks in the depot proper and sidings for empty trains, waiting-rooms, baggage- and conductors' rooms, ticket- and telegraph-offices.

"8. The choice of tracks and other depot facilities shall be at the option of contracting roads. In case of disagreement it shall be determined by lot.

"9. The passage of trains through the tunnel shall be regulated in the same order of precedence as that established by the bridge company.

"10. Each contracting road shall bind itself to use the passenger depot and tunnel during the term of the corporate existence of the Union Depot Company, and they further respectively agree to run each and all of their passenger-trains running through the present limits of St. Louis to and from said company's depot in St. Louis, and to pay such rates, for their use and maintenance (according to provisions of paragraph 2) as may be equitably assessed against it according to their use, and shall subscribe not less than fifty thousand dollars to its capital stock, payable in installments, as called for by the board during the progress of the work.

"11. Every contracting road terminating in East St. Louis or in St. Louis shall be entitled to be represented by one director in the board of directors, and provision shall be made as soon as possible to carry this article into effect."

The following were the articles of association :

"ARTICLE 1. The corporate title of this association shall be the Union Depot Company of St. Louis.

"ART. 2. The object of this company shall be the acquisition of the necessary grounds and the erection of the necessary buildings for the establishment and maintenance of a union passenger depot in the city of St. Louis, also, ultimately, of a union freight depot for the accommodation of through and local freight, and to make such arrangements with the bridge company as may be found needful for the early completion of the connections leading from the bridge to the depot or depots of this company or other companies, by tunnel or otherwise.

"ART. 3. The company shall organize under the provisions of the act of the General Assembly of the State of Missouri, approved March 10, 1871, providing for the formation of such companies.

"ART. 4. The capital of the company shall be three million dollars, to be represented by thirty thousand shares of one hundred dollars each, and its corporate existence shall continue for nine hundred and ninety-nine years.

"ART. 5. So soon as five hundred thousand dollars are subscribed to the capital stock, the subscribers thereto shall, either in person or by duly executed proxy, elect a board of nine directors, who shall continue in office for one year, and who, immediately after their election, shall organize by the choice of a president from among their number, and of a secretary and treasurer. Until such time as the company has its own offices, such election and meetings of the board shall be held at the office of the Illinois and St. Louis Bridge Company.

"ART. 6. Five per cent. of the amount subscribed shall be paid in cash at the time of subscription, and until a treasurer is elected William Taussig, of the city of St. Louis, is authorized to collect such first cash payment.

"ART. 7. The board of directors shall, as soon as practicable, enact by-laws for the government of the company, and the 'plan of organization' hereto attached shall form the basis of such by-laws.

"The undersigned agree to the above articles of association, and subscribe the number of shares set opposite their names to the capital stock of the Union Depot Company of St. Louis :

Subscribers.	No. Shares.
Ohio and Mississippi Railway Company, by D. Torrance, president.....	1000
A. N. Christie.....	1000
Louis B. Parsons.....	1000
The Toledo, Wabash and Western, by A. Anderson.....	2500
St. Louis, Vandalia and Terre Haute, by William R. McKeen.....	1000

Indianapolis and St. Louis Railroad Company, by E. W. Woodward.....	500
J. B. Eads, on account of the North Missouri Railroad.....	1000
Illinois and St. Louis Bridge Company, by William M. McPherson, president.....	1000
Pittsburgh, Cincinnati and St. Louis Railroad Company, by Thomas A. Scott, president.....	2250
The Pennsylvania Company, by Thomas A. Scott, president.....	2000
St. Louis and Iron Mountain Railroad Company, by Thomas Allen, president.....	500
Chicago and Altou Railroad, by J. J. Mitchell.....	500
James B. Eads.....	50
James D. Smith.....	50
Andrew Carnegie.....	100
William Taussig.....	100
Thomas A. Scott.....	50
James H. Britton.....	50
D. Torrance.....	50
A. N. Christie.....	50

Stock having been subscribed to the extent of fifteen thousand shares, a meeting of the stockholders was held. Thomas A. Scott was elected chairman, and William P. Shinn secretary.

On motion of Capt. Eads it was resolved that the subscribers proceed to an election of nine directors of the company by ballot. Messrs. Smith and Britton were appointed tellers. The election having been held, the tellers reported the whole number of votes cast fourteen thousand three hundred; necessary to a choice, seven thousand one hundred and seventy-six.

The following gentlemen were declared duly elected for the ensuing year, each receiving fourteen thousand three hundred and fifty votes, to wit: D. Torrance, E. W. Woodward, William R. McKeen, Thomas Allen, J. B. Eads, Thomas A. Scott, J. J. Mitchell, A. Boody, William Taussig. The meeting then adjourned.

The board of directors then met, and was called to order by Col. T. A. Scott. Dr. William Taussig was then elected president of the board, and Daniel Torrance vice-president; E. W. Woodward was chosen secretary *pro tem.*; Col. James H. Britton was elected treasurer of the board.

On motion of Col. Scott, it was resolved that the president be requested to collect and prepare a report of all the data and information respecting sites and plans for depot purposes, with power to employ proper persons to assist in obtaining such data.

On motion of Mr. Mitchell, it was resolved that the books of subscription to the stock of the company be closed until otherwise ordered by the board.

At a meeting of the directors held on the 27th of June, 1871, it was

"Resolved, That a special committee of five be appointed to confer with the authorities of the city of St. Louis, with the officers of the several lines of railroads west of the river that terminate in St. Louis, and such other parties as said committee may deem needful, in order to ascertain whether the facilities and united action can be obtained, said committee to have

power to call the board together whenever they are prepared to submit a report for consideration of the board.

"Resolved, That no location of the depot west of Fourth Street should be considered."

The resolutions were adopted unanimously, and the following gentlemen were appointed the committee: Col. Thomas A. Scott, D. Torrance, A. Boody, Thomas Allen, J. B. Eads. The president, Dr. Taussig, was added to the committee. The site on Poplar Street was finally chosen, and the building erected.

On the 9th of May, 1874, the St. Louis Union Depot Company was chartered under an act authorizing the formation of union depots and stations for railroads in the cities of Missouri, approved March 18, 1871. The charter was to run ninety-nine years. The capital stock of the company was \$1,000,000, divided into ten thousand shares of one hundred dollars each. The following is the list of incorporators, with the amount of stock subscribed by each:

William D. Griswold.....	\$10,000
William H. Clement.....	25,000
Joseph N. Kinney.....	25,000
Robert M. Shoemaker.....	25,000
Peter W. Strader.....	25,000
William Taussig.....	5,000
Samuel Gaty.....	2,500
Total.....	\$117,500

OMNIBUS AND STREET-CAR LINES.

In St. Louis as elsewhere the omnibus preceded the street-car, just as the stage preceded the railway train.

In March, 1838, Mr. Belcher was proprietor of an omnibus line which a local journal stated was "deserving of the praise and patronage of the public for the handsome and convenient style in which his carriage is fitted up." This enterprise did not, however, receive the patronage it deserved, and Mr. Belcher's omnibus line soon suspended operations. In the fall of 1844, Erastus Wells, now one of the leading citizens of St. Louis, associated himself with Calvin Case, and the firm of Case & Wells established an omnibus line. Referring to the enterprise a St. Louis newspaper of June 11, 1845, said,—

"It is but a few months since our opinion was asked as to the probable profits of an omnibus to be run in a certain part of the city. At that time no omnibuses were run in the city. The experiment was attempted. The first was started by Messrs. Case & Wells, to run from the National Hotel, on Market Street, to the ferry at the upper end of the city. We believe it has been as successful as could have been expected from a new undertaking. At first people were a little shy of it; some did not think it exactly a genteel way of traveling the streets. These scruples have entirely disappeared, and everybody now rides in them, and is glad of the opportunity. Messrs. Case & Wells manifest a determination to keep up with the encouragement given, and have lately put on their line a new and beautiful

omnibus manufactured in Troy, N. Y. It is a fine specimen of workmanship, and is a very comfortable carriage. In addition to the line above mentioned, we now have regular lines running from the National Hotel to the arsenal, along Second Street; a line from the Planters' House to the arsenal, along Fourth Street; a line from the corner of Fourth and Market Streets to the Camp Springs, and a line to the Prairie House. All seem to be doing a flourishing and profitable business, and they prove to be a great convenience to persons residing in distant parts, and to those having business to attend to in remote parts of the city. They have contributed not a little to give an increase of value to real estate lying at a distance from the centre or business part of the city."

The first omnibus of St. Louis manufacture was placed upon the Market Street and Carondelet Avenue line Sept. 17, 1845. It was constructed by T. Salorgne, and was "in every respect equal to those used on the Case & Wells line."¹ The Sunday idea in 1846 entered into the legislation about omnibuses, and the City Council adopted the following ordinance:

"It shall not be lawful for any omnibus or vehicle capable of containing more than four persons to be driven in the streets of this city on Sunday after the hour of two o'clock in the afternoon, for the purpose of carrying passengers from point to point within the city, or from a point within the city to a point without the same, or from a point without the city to a point within the same. For any violation of this section, the owner, driver, or person in charge of any such vehicle shall forfeit and pay for the first offense not less than twenty dollars, for the second offense not less than fifty dollars, for the third offense not less than one hundred dollars, and upon a third conviction the license to run such vehicle shall be adjudged to be forfeited."

"The above," said the *Republican* of June 22d, in reference to the ordinance, "is a fair specimen of the legislation of the Native American City Council. The distinction drawn between the morning and evening of Sunday, making an act lawful if done before 2 o'clock p.m. and unlawful if done after that hour, the distinction between carriages that will hold four and those that will hold five persons, the allowing the rich and prodigal who can own or hire a carriage an unbounded latitude to ride and drive through the streets at all hours, while the laboring and less prodigal must not enjoy a ride, although it only costs a dime, is worthy of this enlightened age and the liberal spirit of the board that can sanction it."

In 1850, Erastus Wells, with Calvin Case, Robert O'Blennus, and Lawrence Matthews, formed a combination which purchased and operated all the omnibus lines in St. Louis. In the following year there were six lines in existence, as follows: First, from the arsenal to Carondelet; second, from the corner of Market and Second Streets to the arsenal; third, from the corner of Main and Market to Camp Springs; fourth, from the corner of Broadway and Franklin Avenue to Rising Sun Tavern; fifth, from the corner of Market and Third to Bremen; sixth, from Bremen to Bissell's Ferry. The omnibuses from these points started from every four to ten minutes,

¹ *Republican*, Sept. 17, 1845.

and the lines comprised in all ninety omnibuses, four hundred and fifty head of horses, four stables, and about one hundred hands.

Luther Case also had a line running on Seventh Street, from the corner of Morgan Street and Broadway to the Flora Garden, and comprising seven omnibuses, forty-five head of horses, and about fifteen hands.

William Billings was just entering into the business, and had three omnibuses on Broadway, which ran from the corner of Second and Market Streets to Bremen.

In 1859 the city's territory had grown to such dimensions that the introduction of the street-car system had become a necessity. On the 3d of January of that year a meeting of citizens of the First Ward was held at Jaeger's Garden, "to consider the subject of horse railroads." T. C. Chester called the meeting to order, and David Bayles was elected chairman. Benjamin Bryson, Sebastian Burbeck, and Noah H. Whittemore were chosen vice-chairmen, and William S. Hilyer secretary. On taking the chair, Mr. Bayles made a short address, in the course of which he argued that the establishment of a safe, speedy, and comfortable mode of travel from one end of the city to the other parts would enhance the value of suburban property, increase the population of the outskirts, and build up business in those localities. A committee consisting of Thomas C. Chester, H. C. Lynch, B. Vanewitz, A. Hammer, and Joseph N. Lock, was appointed by the chairman to draft resolutions expressive of the sense of the meeting. While the committee were absent, W. S. Hilyer addressed the meeting.

The committee on resolutions reported through Mr. Chester the following:

"Resolved, By the citizens of the First Ward, in mass-meeting assembled,—

"1. That the construction of horse railways upon the public streets, connecting the suburbs more closely with the centre and with each other, and affording increased facilities for rapid and convenient communication with all parts of the city, is a measure commending itself highly to our favor and encouragement.

"2. That the successful completion and operation of such railways will contribute in an especial manner to the growth and prosperity of our own ward, by inducing settlement and improvement within its limits, and filling up our now large vacant territory with an industrious and thrifty population.

"3. That the aldermen and delegates of the First Ward in the City Council be, and they are hereby instructed to encourage and promote by all lawful means within the sphere of their official duties the granting of the right of way for one track on Carondelet Avenue, and one on Seventh Street, and such other necessary facilities to city railway companies as will contribute to the speedy completion of the roads, limiting them, however, to passenger traffic alone, and surrounding them with

such proper and wholesome restrictions as will insure the safety and convenience of the public."

Mr. Chester, on reporting the resolutions, made a few appropriate remarks. Dr. Hammer also spoke, "criticising the action of the late meeting of citizens of the Second and Third Wards, and ascribing the disaffection manifested there to the influence of a few politicians who had axes to grind."

T. E. Courtenay followed in a brief speech, setting forth the advantages of street railroads, and answering the arguments of their opponents.

The resolutions were then submitted to the action of those present, and were adopted by a large vote.

The first street car corporation in St. Louis was the Missouri Railroad Company, and the first car was run on the 4th of July, 1859, the driver being the president of the company, Hon. Erastus Wells. A contemporaneous account thus describes the event:

"In accordance with previous arrangements and expectations, this the first horse railroad in St. Louis was brought into practical use yesterday at ten o'clock by running over its track the first car, which arrived *via* the Ohio and Mississippi Railroad yesterday morning, and was immediately placed upon the track at the Fourth Street termination of the road, in the presence of a large number of spectators congregated there to witness the somewhat novel sight of a horse-car. It is a beautiful vehicle, light, elegant, and commodious, built with fifteen others of the same style for the Missouri Railroad Company by Kimball & Gorton, Philadelphia, at a cost of nine hundred dollars, including freights, etc.

"At ten o'clock a few invited guests with the directors of the road took their seats within the car, and the horses were attached to the pole, which can readily be shipped to either end of the car. Mr. E. Wells, president of the road, then took the reins, and after a jerk or two the first car moved slowly but steadily up the track, amidst loud shouts and cheers from the crowd. Troops of urchins followed in its wake, endeavoring to hang on, and we fear unless this is prevented in future serious accidents may occur. The centre of the track, or footpath, being macadamized and not sufficiently settled, small pieces of rock were constantly being detached by the horses' feet, and falling upon the track materially retarded the progress of the car, in several cases throwing it from the track. The switches or turn-outs, too, require some alteration, as they do not answer entirely the purpose intended. Several times the car failed to run upon the track intended, and a general backing out was found necessary before the car could proceed. But after various delays of this nature the car arrived at Tenth Street, the track having been cleared of stone only that distance. The horses were then attached to the other end, and the return trip progressed, and after but few delays, the track being much improved by the first trip, the pioneer car arrived at Fourth Street, where it was again greeted by a large crowd of persons, each waiting an opportunity for a free ride. During the progress of the car through the streets its presence was greeted by hundreds of fair faces beaming from every window and door, while shouts of joy from scores of urchins heralded its approach. The first trip has proved the enterprise a complete success, and at each subsequent trip which was made with the car crowded to repletion fresh laurels were won, as the horses pulled the enormous load without apparent effort."

During the same year the St. Louis, Citizens', and People's Lines were started in close succession in the months of August, September, and October. With each succeeding year new companies have been organized and new lines constructed, until now the city is amply supplied with transportation facilities. The first two-story car, or "double-decker," was used on the Northwestern St. Louis Railway, Oct. 25, 1874. The running of a steam motor was attempted in the suburbs, but the accidents occurring from the frightening of horses caused the experiment to be abandoned. In April, 1881, a general strike was inaugurated on the part of the conductors and drivers on all the lines, and resulted in a general suspension of business. On April 24th, 25th, 26th, and 27th no cars were run in the city. On the 28th of April the Missouri Railroad Company and the Lindell Company effected a compromise with their employes and resumed business on their respective lines. On the 29th and 30th the other roads followed their example. The various roads with their connections form one complete network, and afford the traveling public every facility for going to any portion of the city on short notice. A uniform fare of five cents is charged, the tickets on any road being good on all others.

According to the assessment of 1882, the valuation of the different street railway companies of St. Louis is as follows:

Benton and Bellefontaine, $6\frac{1}{2}$ miles of track, \$10,330; real estate, \$32,760. Total, \$43,090.

Cass Avenue and Fair Grounds, 8.62 miles of track, \$26,550; real estate, \$32,850. Total, \$59,400.

Lindell Railroad, $9\frac{1}{2}$ miles of track, \$33,250; real estate, \$54,020. Total, \$87,270.

Missouri Railroad (Olive and Market Streets), $8\frac{1}{2}$ miles of track, \$29,750; real estate, \$57,240. Total, \$86,990.

Mound City, $6\frac{1}{2}$ miles of track, \$15,000.

People's Railway, 8 miles of track, \$28,000.

St. Louis (Fifth Street), $14\frac{1}{4}$ miles, \$44,000; real estate, \$39,100. Total, \$83,100.

South St. Louis, 12 miles of track, \$24,400.

Tower Grove, 1 mile, \$2000.

Tower Grove and Lafayette, $3\frac{1}{2}$ miles, \$8000; real estate, \$6790. Total, \$14,790.

Union Line (Fourth and Locust), 8 miles, \$28,000; real estate, \$15,030. Total, \$63,030.

Union Depot, 10 miles, \$25,000; real estate, \$14,390. Total, \$39,390.

The total length of the roads is 119.6 miles; total number of cars, 496; total number of horses, 2280; total number of men employed, 1010; total number of passengers carried, 19,600,000.

These companies return horses and mules as follows: Benton and Bellefontaine, 132; Cass Avenue, 193; Lindell, 356; Olive and Market, 295; Mound City, 93; People's, 250; Fifth Street, 437; South St. Louis, 75; Tower Grove and Lafayette, 93; Union, 210; Union Depot, 366.

THE MISSOURI RAILROAD COMPANY was organized May 10, 1859, with a capital stock of three

hundred thousand dollars, as authorized by an act of the Legislature of Missouri dated Dec. 13, 1855, and by an ordinance of the City Council May 6, 1859. The incorporators were William Vanzandt, Marcus M. Hodgman, Charles Hathaway, Erastus Wells, George Trask, Marshall Brotherton, and William M. McPherson. Erastus Wells was chosen president of the company upon its organization, and was successively re-elected and held the position until Nov. 5, 1881. The construction of the road was commenced in the early part of 1859, and was completed from Fourth and Olive Streets as far west as Twelfth Street in July of that year. On July 4, 1859, as previously stated, the first car was run over the track. The Fourth and Olive Streets line has since been extended, running west as far as Grand Avenue. In 1859 the Market Street line extended from Fourth to High Street, but has since been extended west to Grand Avenue, and to Tower Grove Station. This road was controlled and managed by the original incorporators until Nov. 5, 1881, when the stock was transferred to the present corporation and an election held, resulting as follows: P. Chouteau Maffitt, president; John R. Lionberger, vice-president; William D. Henry, secretary and treasurer, and Charles M. Allen, superintendent; P. C. Maffitt, John R. Lionberger, Charles Parsons, Daniel Catlin, and James Clarke, directors. Under the new management the capital stock of the road was increased from three hundred thousand dollars to six hundred thousand dollars. The route at present is from Fourth and Market Streets to Bellevue House, Manchester road, and Olive Street to Grand Avenue. The offices and Market Street stables are located at No. 1827 Market Street, and the Olive Street line stables on Olive, between Leonard and Channing Avenues.

THE ST. LOUIS RAILROAD COMPANY was organized Feb. 1, 1859, and incorporated March 24, 1859, the incorporators being Hudson E. Bridge, D. A. January, John How, Alexander Peterson, Robert A. Barnes, James H. Lucas, William M. McPherson, D. H. Armstrong, Frederiek Meyer, and George R. Taylor. The original capital stock was three hundred thousand dollars, but it has since been increased to nine hundred thousand dollars. D. H. Armstrong was elected president of the company in 1859, and his successors in order have been D. A. January, Hudson E. Bridge, W. T. Sherman (afterwards the distinguished general), D. H. Armstrong, Hudson E. Bridge, J. O. F. Farrar, James H. Blood, Benjamin Farrar, John F. Madison, Robert A. Barnes, and Christian Peper. The road was built and the running of

cars commenced in 1859, the line of route being from the old city limits on the north to Keokuk Street on the south (Wild Hunter), *via* Bellefontaine road, Broadway, Fifth and Seventh Streets, and Carondelet Avenue. The total length of the company's tracks is seven and one-half miles. The officers of the company are Christian Peper, president; Robert A. Barnes, vice-president; Robert B. Jennings, secretary and treasurer; Smith P. Gault, attorney; and Charles Ischer, superintendent. Directors, Christian Peper, Robert A. Barnes, Henry Blakesley, F. E. Schmieding, John N. Straat, B. Brockmann, and Gerhard Dröge.

THE CITIZENS' RAILWAY COMPANY was organized in 1859, and commenced running during that year. The present organization was chartered in July, 1874, with a capital stock of three hundred thousand dollars. Among the incorporators and officers were B. Gratz Brown, president; Edward Walsh, Henry T. Blow, James B. Eads, B. Gratz Brown, G. S. Case, John Doyle, and Cary Gratz, directors. The track was laid on Franklin Avenue and Morgan Street, from Fourth to Garrison Avenue. In 1864 the company extended the line from Garrison Avenue to Prairie Avenue, along Easton Avenue, also from Easton Avenue, along Grand Avenue, to the fair-grounds. In 1865 the capital stock was increased from three hundred thousand to five hundred thousand dollars. Another extension was made in 1881 from Prairie Avenue, along St. Charles Rock road, to Renkelville, and along Papen Avenue to the National Bridge road and King's Highway. The total length of the company's lines with extensions is fourteen miles of single track. The stables and depot are located on Prairie Avenue and St. Charles Rock road. The first and successive presidents have been B. Gratz Brown, James B. Eads, A. R. Easton, and Julius S. Walsh, who still retains the position. The other officers of the company are J. P. Helfstein, vice-president; George Kaufhold, secretary and treasurer; and Thomas Gartland, superintendent. Directors, Julius S. Walsh, J. P. Helfstein, A. R. Easton, G. S. Case, John A. Walsh, J. N. Straat, and G. H. Plant.

THE PEOPLE'S RAILWAY COMPANY was organized in 1859, and chartered June 22d of that year by special act of the State Legislature, with a capital stock of three hundred thousand dollars. The incorporators were R. M. Renick, B. Able, J. H. Lightner, P. L. Foy, H. Crittenden, J. B. Sickles, and John S. Cavender. The first president of the road, elected in 1859, was R. M. Renick, who was succeeded in turn by G. W. Dreger, J. H. Lightner, James H. Britton, J. R. Lionberger, D. E. Walsh, and Julius S. Walsh.

In the fall of 1859 the road was completed from Morgan Street, running along Fourth Street and Chouteau Avenue, to St. Ange Avenue. In 1864 the track was extended from St. Ange Avenue to Lafayette Park. In 1882 another extension was made from Lafayette Park, running along Lafayette Avenue, to Grand Avenue. The total length of the road at the present time is eight miles of single track, which is fully equipped and supplied with all the latest and most improved rolling stock, etc. The stables and depot, located on Park Avenue, between Mississippi and Second Carondelet Avenue, are substantial brick buildings, being especially constructed for the purpose for which they are being used. The officers of the company are Julius S. Walsh, president; Wm. B. Ryder, secretary, and Patriek Shea, superintendent. Directors, Julius S. Walsh, John R. Lionberger, J. T. Sands, Chas. Green, J. H. Lightner, James F. How, and John Jackson.

Julius S. Walsh, the present able and popular president of the Citizens', People's, Tower Grove, and Union Lines, has been conspicuously identified with the growth and development of St. Louis for twenty-five years, and his name has been associated with many important enterprises. Mr. Walsh was born in St. Louis, Dec. 1, 1842, and was a son of the late Edward Walsh and Isabelle de Mun. His father was a native of Ireland, who emigrated to America as early as in 1815, first settling at Louisville, Ky. In 1824 he removed to St. Louis, and during that year established the well-known firm of J. & E. Walsh.

After receiving the usual primary instruction in the preparatory schools, Julius entered the St. Louis University, where he prosecuted his studies until 1859, when he entered St. Joseph's College, Bardstown, Ky., from which institution he graduated in 1861. In 1863 the St. Louis University conferred upon him the degree of Master of Arts. In 1864, Columbia College, New York, conferred upon him the degree of LL.B., and he was also admitted to the bar in the State of New York.

In 1864 he returned to St. Louis and entered the office of the firm of J. & E. Walsh. In 1866, Edward Walsh, the senior member of the firm, died, leaving the management of the business to Julius, and from 1866 until 1870 he was occupied in settling up the affairs of his father's estate. The assets were of a varied character, consisting of steamboats, railroad stocks, real estate and other securities. During these years he was elected director in several corporations.

Abandoning mereantile life, Mr. Walsh turned his attention to the street railway system of St. Louis, and



Julius J. Walsh.

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is among the most active of those who have contributed to its extension and development. In 1870 he was elected president of the Citizens' Railway Company, and of the Fair Grounds and Suburban Railroad Company; the last named road having since been consolidated with the Citizens', of which company he is still the chief executive officer. In 1880, Mr. Walsh was elected president of the People's Railway Company, the Park Railroad Company, and the Tower Grove and Lafayette Railroad Company, which positions he still retains. In 1882 he was chosen a director in the Third National Bank of St. Louis.

In 1874 he was elected president of the St. Louis Agricultural and Mechanical Association, and served as its chief executive officer for four consecutive years, infusing into the management an energy and method strikingly characteristic of all his business operations. At the time he became president of the association, its eighty-three acres were occupied only one week during the entire year, which was during the annual fair, while the remainder of the year it remained closed to the public. He at once set to work to make the grounds attractive at all seasons and on every day of the year. He commenced this improvement by first erecting the Art Gallery, and next founded the Zoological Gardens, which have since become so popular and such a favorite public resort. The gardens contain some of the finest and rarest specimens of the animal kingdom in America. During his term of office as president of the association, all the beautiful buildings of the department of natural history were erected, and the grounds converted from an unsightly waste to a beautiful landscape. These improvements were most beneficial to the association, securing to it a daily revenue instead of during only one week of the year. The grounds were embellished with fine trees, handsomely inclosed and ornamented with shrubbery, flowers, drives, graded walks, etc., and were made one of the most beautiful spots of the kind in the country.

In 1875 the Illinois and St. Louis bridge passed into the hands of receivers, and Julius S. Walsh was appointed agent in St. Louis. The affairs of the Bridge Company at that time were much complicated and embarrassed; but upon his resignation as agent in 1876 he received the most complimentary letters from J. Pierpont Morgan and Solon Humphreys, of New York, who were the receivers, and from Messrs. J. S. Morgan & Co., of London, the agents of the bondholders, expressing their entire satisfaction at the manner in which he had conducted the affairs of the corporation, and urging him to continue his relations with the Bridge Company.

In 1875 he was made president of the South Pass Jetty Company, and continued to hold that position for the term of three years, when he resigned on account of the pressure of other business. Mr. Walsh was the first person to subscribe to the stock of the corporation, and it was largely owing to his individual efforts that its financial success was secured.

On the reorganization of the Tunnel Railroad Company of St. Louis, at the first meeting of the directors, on Dec. 19, 1878, Mr. Walsh was elected president, and has ever since retained that position. In 1880, having served for a number of years as director in the St. Louis, Kansas City and Northern Railroad Company, he was, upon its consolidation with the St. Louis, Wabash and Pacific Railway, made a director in the last-named corporation, which position he afterwards resigned to accept the presidency of the St. Louis Bridge Company. The executive ability of Mr. Walsh is well known, and has been exhibited in several other positions of great responsibility.

Notwithstanding his great popularity and widespread influence, Mr. Walsh has never aspired to municipal, State, or national office, but has always exhibited the keenest interest in every important movement concerning the growth and welfare of the city. All the corporations with which he is connected are upon a firm financial basis, and are among the most important and solid institutions of St. Louis.

In 1870 he was married to Miss Josephine Dickson, daughter of the late Charles K. Dickson, of St. Louis.

Mr. Walsh has aided in building up and maintaining some of the most important corporations of the city, and to his unswerving business integrity and indefatigable, though unostentatious, energy their success is largely due. As a citizen, he stands without reproach, and as a business man, second to none in the community. His benevolence of disposition is proverbial among all who know him. Strictly moral in every walk of life, and a truly high-minded, honorable gentleman, but few men possess in so marked a degree the merited confidence and friendship of their fellow-citizens.

Julius de Mun, grandfather of Julius S. Walsh, was descended from one of the most ancient and influential families of the province of Bigorre, France, where the castle and the domain bearing the name of De Mun—to which the family possessed a title until 1690—were situated. The first of the family, or rather the first seigneur known by name, was Anstor de Mun (knight), who was born about the year 1180. Of this Anstor, Julius de Mun was a lineal descendant.

The immediate ancestor of Mr. de Mun was Sieur Jacques de Mun, knight of the Old Guard of the

person of His Majesty, and of the Lady Marie Madeleine le Meilleur, his wife. The children of Jacques de Mun and wife were :

Juliette Marie Madeleine, who married M. de Pestre. She accompanied her mother in 1817 to the island of Cuba, where she remained until her children required education beyond the ability of the neighboring schools to furnish, when she removed to Philadelphia to complete their training. Having accomplished this object she returned to Cuba, and when her grandchildren required similar advantages, she again repaired to Philadelphia for that purpose, and finally died there after the year 1854.

Louis de Mun, who became an *attaché* to the embassy of Baron Hyde de Neuville, French minister to the United States, and from that position went to Cuba, became a sugar-planter in that island, and died there unmarried.

Auguste Elizabeth Vincent de Mun, killed at Ste. Genevieve, Mo., by McArthur, about the year 1816, unmarried.

Jules Louis René Marie de Mun, known in St. Louis as Jules or Julius de Mun, and Amadée de Mun, who was lost at sea, unmarried. Julius de Mun was born in Port au Prince, in the island of San Domingo, on the 25th of April, 1782, his parents having visited that island to look after their large possessions. Here they remained, in consequence of the disturbed condition of France, until the massacre of the whites during the insurrection of the negroes, from which they escaped after great peril and difficulty. They went to England, the condition of France (then convulsed by the Reign of Terror) not permitting them to return there with safety. Shortly after this, Jacques de Mun died, and the family remained in England for the purpose of educating their children, until the year 1808, when they came to the United States, stopping in New Jersey, from whence they moved to Ste. Genevieve, Mo. (then the largest town in the State), in 1810. Here they remained until the year 1817, when Mrs. de Mun, heart-broken by the death of her son Auguste, removed with her family (except her son Julius, who was married) to Baltimore, Md., and from thence to the island of Cuba, where she died.

The life of Julius de Mun was filled with extraordinary incidents. Born, as we have seen, in San Domingo of noble parentage, he was sent with his brother Auguste, when quite young, to Paris, France, to be educated, where he remained until his parents removed from San Domingo to England, when word was conveyed to the brothers of their father's desire that they should join him. In charge of a devoted servant, who disguised them in the habiliments of

poverty, they then started for the coast, and arrived safely in England. As they were passing through Paris they witnessed the scenes of blood and death near the guillotine when Robespierre was being executed. The little boy Julius began to cry, whereupon his brother shook him and told him to be quiet, and not to attract attention.

In the year 1816, Mr. de Mun formed a partnership with Auguste P. Chouteau and Pierre Chouteau for the purpose of trading with Santa Fé and Chihuahua; Auguste P. Chouteau and Mr. de Mun, with their employés, going on the expedition. When they arrived at Chihuahua they were robbed of their goods and the whole party imprisoned. They remained in duranee for nearly two years, when, owing to the pressure brought to bear by the government of the United States on the central government of Mexico and the good offices of the French minister at Washington, they were released and returned to St. Louis.

In the fall of 1819, Mr. de Mun and family left St. Louis for the island of Cuba, where he arrived early in 1820 and purchased a coffee estate, which he cultivated until the fall of 1830, when he returned to St. Louis, arriving in January, 1831. Shortly after his return he was appointed secretary and translator to the board of United States commissioners for adjusting the titles of the French and Spanish grants to lands in Missouri, the duties of which position he discharged with marked ability. Mr. de Mun was afterwards appointed United States register of the land office at St. Louis, and subsequently was elected recorder of deeds for the county of St. Louis, which office he held at the time of his death.

On the 31st of March, 1812, Mr. de Mun was married to Miss Isabelle Gratiot, daughter of Charles Gratiot, who was considered the most beautiful woman in St. Louis, and of charming manners. She died July 13, 1878.

The issue of this marriage were Isabelle, married to Edward Walsh; Julie, married to Antoine Leon Chenie; Louise, married to Robert A. Barnes; Emilie, married to Charles Bland Smith; and Clara, who died unmarried just after becoming of age.

Upon the restoration of the Bourbon family to the throne of France royal letters were forwarded by the government of Louis XVIII. to Julius de Mun through the French ambassador, inviting himself and family to return to France, and accompanying these letters was the decoration of the order of the Fleur de Lys, the highest honor in the gift of the king.

Mr. de Mun died in St. Louis on the 15th of August, 1843.

Julius de Mun had a fine English and French education, also speaking and writing Spanish, and was possessed of accomplishments not common to the gentlemen of this country at that period. He was of gentle but distinguished manners, modest and retiring in his disposition, of perfect integrity and pure morals, and of the most delicate sense of honor.

THE UNION DEPOT RAILROAD COMPANY, which was originally known as the "Gravois Railway," was chartered under an act of the Legislature of the State of Missouri on April 27, 1862. After its construction the road was sold under foreclosure of a second mortgage, and purchased by Green Erskine and Thatcher S. Johnson, who afterwards sold it to the present corporation. The original incorporators were John Scullin, C. M. Seaman, Francis Carter, Thatcher S. Johnson, Green Erskine, and James H. Roach. The road was constructed in 1862 from the corner of Fourth and Pine Streets west to Gravois road, a distance of three and one-half miles. Since that time extensions have been made, the route at present being: Gravois Branch (yellow cars), from Fourth Street, corner of Pine, on Ninth; Clark Avenue, Twelfth; south on Park Avenue to Ninth; Gravois road to Jefferson Avenue, with extension to Tower Grove Park. Lafayette Branch (blue cars), same to Park Avenue; thence north to State, Carroll, Linn, and Lafayette to Lafayette Park. The present capital stock of the company is three hundred thousand dollars, with first mortgage bonds of one hundred and seventy-five thousand dollars. John Scullin was elected president of the road in 1876, at the time of the sale of the "Gravois Railway" to the present company, and has filled the position ever since. The general offices and stables are located on the corner of Gravois road and Jefferson Avenue. The officers of the company are John Scullin, president; Clement M. Seaman, vice-president and treasurer; James H. Roach, secretary; John Scullin, Clement M. Seaman, Francis Carter, Francis Erskine, and James H. Roach, directors.

THE BENTON-BELLEFONTAINE RAILROAD COMPANY was incorporated under a special charter Feb. 8, 1864, with a capital stock of \$500,000. The incorporators were A. W. Henning, Felix Coste, William W. Warren, Norman Cutler, Silas Bent, Jacob B. Terrell, Charles L. Holmes, and H. M. McKittrick. The construction of the road was begun in 1864, and completed in 1866. In 1876 the road was sold for the payment of first mortgage bonds, the present corporation becoming owners of the franchise. Under the present management the capital stock was reduced to \$300,000. The lines extend from Third Street

and Washington Avenue *via* Washington Avenue, Tenth and Eleventh Streets to the Water Tower, the length being seven miles of single track. The officers are George H. Chase, president, and Robert McCullough, secretary and treasurer.

THE LINDELL RAILWAY COMPANY was chartered on Feb. 26, 1864, with an authorized capital stock of \$600,000. Among the applicants for the charter and the original stockholders were John H. Lightner, Wayman Crow, Dwight Durkee, Levin H. Baker, John M. Krum, D. R. Garrison, William Patrick, Joshua Cheever, Bernard Crickard, William D'Oench, Charles K. Dickson, William Mayer, and Morris Taussig. Dwight Durkee was elected president of the company in 1864, and continued to hold the position until March, 1870, when he was succeeded by John H. Maxon, the present incumbent. The road was begun in October, 1864, and cars commenced running on Washington Avenue March 15, 1867, and on the Fourteenth Street line May 12, 1867. The route extends from Third and Washington to Ware and Lucas Avenues, along Lucas Avenue to Grand Avenue, north on Grand Avenue to Delmar Avenue, west on Delmar Avenue to Vandeventer Avenue, thence north on Vandeventer Avenue to Finney Avenue, thence east on Finney to Grand Avenue, thence south on Grand Avenue to Morgan, thence east on Morgan, connecting with regular tracks (blue cars), to Summit Avenue, *via* Fourteenth Street and Chouteau Avenue. The offices and stables are located at No. 2305 Washington Avenue, and there are stables also at 2330 Chouteau Avenue, corner of Finney and Vandeventer Avenues. The officers of the company are John H. Maxon, president; John H. Lightner, vice-president; and G. W. Baumhoff, secretary and treasurer. Directors, John H. Maxon, John H. Lightner, G. W. Baumhoff, John M. Gilkeson, E. Catlin, and W. A. Hargadine.

THE BADEN AND ST. LOUIS RAILROAD COMPANY was organized in 1865, and chartered during the same year. The road was finished and equipped in 1866. The line of route is from Grand Avenue and Bellefontaine road to Baden, a distance of two and one-half miles. The capital stock is \$100,000. The offices and stables are located on the east side of Bellefontaine road, near Dowling Avenue. The officers of the company are George S. Case, president; John H. Reel, vice-president; and John W. Archer, superintendent.

THE UNION RAILWAY COMPANY was organized in 1865, and chartered July 29, 1865, with a capital stock of \$300,000. Among the incorporators were C. D. Colman, C. D. Blossom, W. E. Saltmarsh, H.

M. Blossom, and C. W. Horn. During 1865 the road was constructed from the corner of Fourth and Locust Streets west to Hyde Park. In 1875 the lines were extended from Hyde Park to the fair grounds, and at present their entire length is eight miles of single track. Hon. B. Gratz Brown was elected first president of the road, and was succeeded by John Brown, who held the position for a short term, being followed by Julius S. Walsh, who has ever since retained the presidency of the company. In 1866 the capital stock was increased from \$300,000 to \$600,000. In 1882 the officers were Julius S. Walsh, president; J. P. Helfestein, vice-president; M. J. Moran, secretary and treasurer; and Michael Moran, superintendent. Directors, Julius S. Walsh, B. Gratz Brown, A. R. Easton, J. P. Helfestein, J. A. Walsh, Charles Greene, and George S. Case.

THE TOWER GROVE AND LAFAYETTE RAILWAY COMPANY was chartered March 20, 1866, with an authorized capital stock of \$300,000, the incorporators being H. N. Switzer, John J. Roe, James B. Eads, C. K. Dickson, and J. O. Cavender. The road was constructed and put in operation during 1866, over Second and Third Streets from the corner of Fourth and Morgan to Anna Street, the total length being six miles of track. G. W. Dreyer was elected first president of the road in 1866, and his successors in regular order have been J. H. Lightner, J. H. Britton, J. R. Lionberger, D. E. Walsh, and Julius S. Walsh, the latter being still the chief executive officer. W. B. Ryder is secretary and treasurer of the company, and the directors are Julius S. Walsh, John R. Lionberger, J. T. Sands, Charles Green, J. H. Lightner, James T. How, and John Jackson.

THE CASS AVENUE AND FAIR GROUNDS RAILWAY COMPANY was organized in 1874, its incorporation being approved by the City Council Jan. 19, 1874, and the charter granted Feb. 9, 1874. The first directors were James Edwards, William T. Wernse, Louis H. Stroube, Joseph M. Fitzroy, Jeremiah Fruin, H. Klages, William Miller, Thomas Bowe, John Cunningham, Sol. Lawrence, and D. E. Lockwood. The construction of the road was begun during the latter part of 1874, and it was completed and equipped with the cars running on June 25, 1875. William K. Patrick was elected the first president, and held the position during the construction of the road. He was succeeded in June, 1875, by W. R. Allen, who has since retained the position. The capital stock of the company originally was five hundred thousand dollars, but it has since been reduced to three hundred thousand dollars. At the present time the company has no bonded indebted-

ness. The line extends from Fifth and Walnut Streets north on Seventh Street to Cass Avenue, thence to Glasgow Avenue, north to St. Louis Avenue, west to Grand Avenue and the Fair Grounds, returning by the same to Eighth Street, south to Walnut Street, and thence to Fifth Street. The entire length of the road is nine miles of single track. The stables and ear-sheds were erected in the spring of 1875. The officers of the company are W. R. Allen, president; George W. Allen, vice-president; and G. G. Gibson, secretary and treasurer. Directors, W. R. Allen, George W. Allen, Thomas Allen, William R. Donaldson, J. D. Barlow, James W. Wallace, and E. M. Smith. The general offices are located in the Southern Hotel building, corner of Fifth and Walnut Streets, and the stables and ear-sheds on the corner of Cass and Glasgow Avenues.

THE MOUND CITY STREET RAILWAY COMPANY was organized in 1875, as the successor of the Mound City Railway Company, chartered in December, 1865, with a capital stock of one hundred thousand dollars. The original incorporators were John Scullin, Clement M. Seaman, William Nichols, A. D. Jaynes, Francis Carter, J. B. Johnson, and Thateher S. Johnson. The first and only president of the company, elected in 1875, is John Scullin, who has ever since retained the position. Immediately after the organization of the company the charter and franchises of what was then known as the "Northwestern St. Louis Railway" were sold on foreclosure to J. B. Johnson, by whom they were transferred to the present corporation. The road was completed and the cars commenced running in January, 1866. The route extends from the corner of Fourth and Pine Streets west to Ninth Street, thence north to North Spring Street, thence west on Spring Street and St. Louis Avenue to Jefferson Avenue; returning by St. Louis Avenue, North Spring, Fourteenth, Locust Avenue, Twelfth, Locust, Ninth, and Pine Streets to Fourth Street. The total length is seven miles of single track. The cars of the Mound City Line pass by the new post-office and government building, Pope's Theatre, St. Luke's Hospital, St. Louis University, St. Louis Place Park, Lindell Park, Base-Ball Park, Fair Grounds, and Zoological Garden. The officers of the company are John Scullin, president; Francis Carter, vice-president; and Clement M. Seamen, secretary and treasurer. Directors, John Scullin, Francis Carter, Clement M. Seaman, George A. Madill, and James H. Roach. The offices are located at 623½ Olive Street, and the stables on the southwest corner of St. Louis Avenue and Twenty-first Street.

THE SOUTH ST. LOUIS RAILWAY COMPANY was

incorporated in April, 1876, with a capital stock of one hundred thousand dollars, the incorporators being Charles P. Chouteau, P. A. Hadney, A. Habsinger, and others. Soon after its organization the company absorbed the Carondelet Railway Company, with its franchises, tracks, etc., and extended the tracks of that road to the corner of Sixth and Market Streets. I. C. Terry was elected the first president of the road in April, 1876, and was succeeded by Pierre Chouteau, who in turn was followed by Theo. Plase, the present incumbent, who is also the treasurer of the corporation. The secretary is J. B. Greensfelder, and the directors are F. W. Moss, J. S. Robertson, M. A. Wolff, L. Gottschalk, and C. F. Hermann. The route extends north from the stables along Main Street, Carondelet road, and Jefferson Avenue, east on Pestalozzi Street, north along Eighth and Decatur Streets, east on Lafayette to Fulton, north to Hickory, east to Fifth, north to Market; returning same to Pestalozzi, south on Eighth to Arsenal, thence west to Jefferson Avenue, and south to the stables, which are located on the north side of Davis, near Main Street. The general office is at the corner of Sixth and Walnut Streets.

THE ST. LOUIS TRANSFER COMPANY was chartered Dec. 12, 1859, as the Ohio and Mississippi Transfer Company, the original incorporators being P. W. Strader, Joseph N. Kinney, Alex. H. Lewis, Thomas Lowe, Henry C. Cooling, and Alfred Gother. P. W. Strader was elected the first president in 1859, and was succeeded by Samuel Gaty, the present incumbent. The capital stock is eight hundred and fifty-nine thousand two hundred dollars, and the company transacts a general transfer business, handling passengers, baggage, and freight to and from railroad depots, steamboats, etc. S. H. Klinger is secretary of the company; T. B. Thompson, treasurer; and R. P. Tansey, manager. The directors are Samuel Gaty, R. P. Tansey, S. C. Clubb, W. H. Clement, J. J. Mitchell, D. S. Gray, and J. M. Thompson. The office is located at No. 213 North Third Street.

THE RAPID TRANSIT COMPANY was chartered June 3, 1880, with an authorized capital stock of fifty thousand dollars, the incorporators being M. A. Wolff, Charles McClaren, John H. Terry, John Lumsden, John T. Davis, George D. Reynolds, and Henry Gennett. The company commenced operations with twenty of the "Herdie" coaches on Sept. 16, 1880, and continued the transfer of passengers over various streets in the city up to May 1, 1882, when the coaches were taken off and the company changed in character to that of one doing a general livery business. The first president was M. A. Wolff,

who was elected in 1880, and was succeeded by John H. Terry in 1882. The other officers of the company are Geo. D. Reynolds, secretary; M. A. Wolff, treasurer; M. A. Wolff, Geo. H. Shields, E. S. Barnes, E. G. Obear, Peter Lehman, John H. Terry, and John T. Davis, directors.

CHAPTER XXX.

TRADE, COMMERCE, AND MANUFACTURES.

EVERY great centre of trade must possess or control a maximum of natural and acquired facilities for all the particular operations of PRODUCTION, CONVERSION, and EXCHANGE.

Production includes agriculture, mining, forestry,—the *ensemble* of all those arts which supply men with food and the raw materials which he converts into food, fuel, shelter, clothing, light, conveniences, luxuries; *conversion* includes the processes and the instruments of manufacture in all its branches; *exchange*, or commerce, is the duplex process and machinery by which the producers are brought together and enabled to barter their products, by which the raw materials are gathered in and the converted products distributed and exchanged; it includes banking and transportation, capital and credit.

Every operation of production, conversion, and exchange depends upon the existence of facilities acquired from nature or created and bestowed by man. Without these facilities there would be no trade, and to be a centre of trade a city must not only possess them very largely, but possess also the means and the will to enlarge, develop, and increase them steadily and rapidly. Rivalry may be submitted to, superiority tolerated in other things, but no city determined upon success can tolerate rivalry, much less superiority, in the spirit of improvement.

The natural advantages of St. Louis as a centre of production are in part the result of the co-operation of soil and climate with intelligent labor; in part they are derived from the geological configuration of the earth,—the distribution of its mineral strata and the superficial contour,—determining the course and volume of streams. St. Louis could not occupy its present commanding position and maintain its lofty attitude as a trade centre if it were seated upon a bog, like those of Ireland, or amid the granite boulders and masses of trap and sand which diversify the soil of New England, or upon the margin of a swamp, like New Orleans, or in the gateway of a great freshwater pond, like Chicago. As has been sufficiently

shown in other parts of this work, St. Louis combines more of the advantages of site and location—which are necessary to the building up of a great city—than any other interior city in the world. It is the focal point, the centre, the key to the greatest river system, the largest and most magnificent valley, the widest area of the richest and most productive soils, the finest juxtaposition of exhaustless mineral wealth, and the most comprehensive and far-reaching railroad system upon the face of the globe.

What nature bestows, man has seized upon and is improving to the utmost with energy and intelligence. "Science, whence foresight, foresight, whence action,"—excellent words of Auguste Comte,—is the guiding rule of man's action upon nature for the development of the resources of St. Louis. "Man commands nature only by obeying her laws," the philosophers have declared, and the limitation is thoroughly well understood in St. Louis. Capital, labor, talent—meaning by talent natural capacity developed and shaped by acquired skill—are the three forces which have worked together in harmonious unison to promote the growth and expand the trade of this "the great city of the future." St. Louis is not so rich in money capital as many older and larger cities, but what she possesses is entirely in hand, absolutely active, and so thoroughly energized and vitalized by will, purpose, and intelligent co-operation, that somehow each dollar seems to do the work which it requires three to do elsewhere. In that capital which money does not always stand in place of and which often money cannot buy,—business talents, business judgment, business pluck, business co-operation and association,—St. Louis allows no rivalry, admits of no equal.

In different parts of this work we have spoken in detail and given the complete statistics of the resources of St. Louis in production and for conversion and exchange. It only remains to speak of these things in a group as the essential qualifications for producing a great and unrivaled centre of trade. The promise of the future can best be seen by comparing the results and accomplishments of the past and the present. St. Louis may reasonably expect to become the greatest *market* on the continent, because the tendencies of the city's development, ever since it began to grow, have been favorable to that expectation, and because the character of the improvements made and the facilities enjoyed are all in the direction of consummating and perfecting a great central mart for the conversion and exchange of the products of a very wide and very rich area. No city in the world has such an extent of back country convenient to it, and which is or can be made *tributary* to it.

Let us give an example of what we mean by a region which has or must become tributary to St. Louis. Take the cotton manufacture, which is as yet only a nascent industry in St. Louis, although nothing can prevent it from becoming a supreme and controlling one, if St. Louis will but make a proper use of its many and superb advantages in this respect. The cotton of Arkansas, Texas, West Tennessee, West Louisiana, and Middle and North Alabama—an area in which more than half the entire cotton crop of the country is grown—can be delivered by rail or river on the Levee at St. Louis as cheaply as it can at Atlanta, Mobile, New Orleans, Chattanooga, and any other distributing centre in the country, excepting only Memphis, and more cheaply than at Chicago, Boston, New York, Baltimore, Cincinnati, Norfolk, Charleston, and Savannah. To convert this cotton into fabrics there are needed capital, food, fuel, machinery, labor, and skill. Now how does the case stand? The cotton gathered at St. Louis is sent fifteen hundred miles farther east to New England, or four thousand miles farther east to England, to be manufactured. To aid in this distant manufacture,—the finished products of which are returned to St. Louis to be distributed by her merchants in every region to which their trade extends,—St. Louis further contributes food-supplies for the labor employed in it, and iron for the manufacture of the machinery used. Thus St. Louis, having the capital, having the raw material, having the cheap food and the cheaper fuel, sends all these things thousands of miles away, and fetches the finished products thousands of miles back again, instead of employing the means necessary to invite or compel the capitalists engaged in this industry to bring their plant and their skilled labor to the trade centre, where there is not only the newest and most complete conjunction of cheaper food and cheapest fuel, with cheap raw material, but where also there is the best market for the sale and distribution of the finished fabrics. This is an unnatural perversion of ways and means, an unnatural misuse of superior facilities, and it cannot last. The cotton manufacturer, other things being equal, will not pay for the transportation of his raw materials and his products over such long distances when he can produce and sell his fabrics on the spot where cheap raw materials meet cheaper food and cheapest motive power. Mohammed will go to the mountain, for the reason that it is cheaper than for the mountain to go to Mohammed. There can be but one settlement of this problem. It has been delayed by the rapid cheapening of transportation, the reluctance of capital and manufactures to change their sphere of operation,

and by other causes; but it is certain to come in the end, for St. Louis, whenever the right use is fully made of her facilities, is the place where cotton can be manufactured most cheaply. A hundred years hence, perhaps, Alabama, Georgia, and Texas may be competing with St. Louis, through their natural advantages, for the position of cheapest manufacturing point; but this will not be the case so long as St. Louis maintains her superiority as a centre for cheap food, cheap fuel, and cheap exchange.¹

The Cotton-Trade.—The cotton manufacture will grow as the cotton-trade has grown. From a few bales in 1844, from twenty thousand bales in 1863, to five hundred thousand in 1880 looks like a considerable stride, but it is the work of a very few years, and it is only the beginning, for the cotton country properly tributary to St. Louis yields three million bales and upwards per annum. That trade trickled along like a feeble rivulet for some time, then suddenly it expanded into a great river. It must continue to expand with every mile added to the Southern railroad connections of St. Louis, which are already so extensive. So will it be with the cotton manufacture of St. Louis. That appears to be feeble and small, but it must expand and grow to greatness, because all the conditions are exceptionally favorable to it. The census of 1880 only shows three factories, with capital of \$625,500, hands 444, \$86,325 wages, \$318,156 value of materials, and \$453,295 value of products,—an infant indeed; wages \$192.40 per capita per annum for employes, of whom three-fourths were women and children, and profits inside of eight per cent. on the invested capital; but it is the beginning, the foundation of a controlling industry of the future.

The first indication we have of the establishment of a cotton-factory in St. Louis appears in the old *Missouri Gazette* of the 31st of January, 1811. The paragraph reads,—

¹ "Forty years ago the trades and industries of St. Louis were already extensive and flourishing. At this time (1841) there were in St. Louis two foundries, twelve stone, grate, tin, and copper manufactories, twenty-seven blacksmiths and house-smiths, two white-lead, red-lead, and litharge manufactories, one eastor-oil factory, twenty cabinet- and chair-factories, two establishments for manufacturing linseed-oil, three factories for the making of lead-pipe, fifteen tobacco and cigar manufactories, eleven coopers, nine hatters, twelve saddle, harness, and trunk manufactories, fifty-eight boot- and shoeshops that manufactured, six grist-mills, six breweries, a glass-cutting establishment, a Britannia manufactory, a carpet manufactory, and an oil-cloth factory. There was also a sugar-refinery, a chemical and fancy soap manufactory, a pottery and stoneware manufactory, an establishment for cutting and beautifying marble, two tanneries, and several manufactories of plows and other agricultural implements."—*Edwards' Great West*, pp. 376-77.

"An event, not viewed as of public importance in itself, may yet be highly interesting from the reflections to which it gives rise. An English gentleman (Mr. Bridge), of considerable capital, arrived here on Tuesday evening last, with his family, for the purpose of establishing himself in this place. We understand he has brought with him the machinery of a cotton-factory and two merino rams. Such an emigrant is an important acquisition to the country."

Whether Mr. Bridge ever carried his purpose into execution does not appear, but the probability is that the "two merino rams" may have diverted him into the wool business, as seven years afterwards "carding-machines and cotton-spinning machinery" were preparing to commence, in the spring of 1818, in St. Louis.

Adolphus Meier² enjoys the distinction of having been the first to establish a cotton-factory in St. Louis.³

² Adolphus Meier was born in the city of Bremen, Germany, on May 8, 1810. His father, Dr. G. Meier, occupied a very honorable and influential position, being a lawyer of that city and secretary of the Supreme Court. He gave his son Adolphus all the opportunities of an early education, which were ample in Bremen, and further to improve it sent him for some time to Switzerland.

After completing his education, Adolphus Meier spent three years in a large banking-house, where he became instructed in the business of banking, but wishing for a more active field engaged for some time in the shipping business. On May 9, 1831, he commenced business on his own account, and was successful from the outset; and feeling comfortable in life, on April 21, 1835, was married to Miss Anna R. Rust, daughter of a respectable merchant of his native city. Mr. Meier having freighted many vessels with emigrants at Bremen, and hearing much of the fertility of the great Mississippi valley, embarked at Bremen for New Orleans on Oct. 20, 1836, with his wife, child, and "household gods." After landing at New Orleans, Mr. Meier took passage for St. Louis, and arrived there on March 2, 1837. He opened a hardware-store in an old rickety building on the corner of Main and Chestnut Streets. He occupied this spot for many years, until the old building was torn down and a splendid edifice erected in its stead, where the firm of Adolphus Meier & Co. conducted their extensive operations. The firm at this time (1860) consisted of Adolphus Meier, his eldest son, and John C. Rust.

³ The statement that Mr. Meier was the first to establish a cotton-factory in St. Louis is denied by a correspondent in the *Republican* of March 15, 1857, who says, "The first establishment of the kind (a cotton-bating factory) was put in operation by Mr. J. T. Dowdall, now of the firm of Dowdall, Markham & Co. The demand increased so rapidly that within twelve months from the commencement it required about two thousand pounds per day to fill the orders. The proprietors, Messrs. J. T. Dowdall & Co., when starting in St. Louis had connected a finishing-shop with their factory, and as the demand for machinery increased it became necessary to enlarge this branch of their business. The starting of a cotton-bating factory in St. Louis attracted the attention of persons wanting such descriptions of machinery, and a demand for cotton- and wool-carding machines having sprung up, they determined to dispose of their cotton-factory, and devote their entire attention to the manufacture of steam-engines, mill-work, and carding-machines. Messrs. Doan, King & Co. became the purchasers of the factory, and continued their business in connection with

In 1844, Adolphus Meier & Co. started a cotton-factory at the corner of Main and Chestnut Streets. It had at first twelve spinning-machines and eight hundred spindles, which were soon increased to double the number. The business proved successful from the start, and the firm soon erected a new and commodious building at the corner of Eleventh and Souard Streets, sixty feet wide by about one hundred and fifty in length and four stories high. They introduced new and improved machinery, and in 1854 it was the only factory west of the Mississippi River making yarn carpet warp and "bats" and lamp-wick. It is thus described in the account of that year's industries, under the head of the St. Louis Cotton-Factory :

"This is one of our earliest and most extensive manufacturing establishments; Adolphus Meier & Co. are the proprietors. The factory itself is built on a square of ground, three hundred by one hundred and fourteen feet, between Souard and Lafayette Streets. One-half of the block is covered with substantial brick buildings, and full of machinery of the latest and most improved kinds. The factory employs about one hundred and ten hands, and runs over one thousand spindles. We learn that its annual capacity of production may be thus stated: 570,000 pounds of yarn, 90,000 pounds of cotton yarn, 90,000 pounds of white and colored carpet warp, 80,000 pounds of candle-wick, and 150,000 pounds of batting. The proprietors, we also learn, are now putting in power-looms to weave one-half of their yarns into brown sheetings. This will give employment to a largely increased number of operatives, and to St. Louis the credit of having the first cotton-factory west of the Mississippi. It will not be long, we trust, before the necessity of importing cotton yarns from the Ohio River will altogether cease to exist."

The factory did a successful business until 1857, when it was totally destroyed by fire. At the time of this disaster the factory contained 4500 spindles, and consumed thirty-five bales of cotton per week. It was making daily 2500 yards of sheeting, 2400 pounds of yarn, 500 pounds of batting, 150 pounds of twine, 150 pounds of wicking, besides a large quantity of carpet warp and bagging. The period of

their jobbing trade until the latter became so large that they were compelled to dispose of the former, and sold to Messrs. Bredell & Baldwin. The demand by this time had greatly increased, and large quantities of the batting were sent to the cities and towns along the lake shore as far as Buffalo and New York. The death of Mr. Bredell closed their business. About one year after this the foreman of the factory commenced business on a very limited scale, and although he has since increased his works, still he cannot supply even the demand of the retail trade. There is now another factory to be started by Messrs. Essex & Block, which they hope will be able to supply not only the demand of our city, but 'to ship a large amount to the Northern and Southern markets.' This factory will be located on Green Street, between Seventh and Eighth, and within sixty days from this time the builders of their machinery, Messrs. Dowdall, Markham & Co., expect to put it in full operation."

labor was twelve hours a day for five days in the week, and nine hours on Saturday, all the year round. Employment was given to 150 hands.

After the fire the company was reorganized and incorporated as the "St. Louis Cotton-Factory," Mr. Meier holding the largest amount of stock, and being elected president. The works were rebuilt, and the factory under Adolphus Meier's able management continued to do a lucrative business.

In 1865 the St. Louis Cotton-Factory Company was reorganized under a new charter, and its manufacturing capacity increased. At this time Col. Robert Campbell and other leading citizens became largely interested in the enterprise.

In 1854, when Mr. Meier's factory was in successful operation, the total receipts of cotton in St. Louis was 913 bales. Now it is the greatest cotton market of the interior, and, what is equally to the purpose in support of its destiny to become the centre of a great cotton manufacture, it is the centre of a dry-goods trade and distribution now valued at over forty million dollars, and rapidly increasing. The capital in this business is over ten million dollars. The business and capital have all grown up since 1840, and more than half the sales made are of cotton fabrics.

George H. Morgan, secretary of the St. Louis Merchants' Exchange, who is one of the most intelligent and best-informed business experts in the United States, has given it as his opinion that St. Louis must continue to increase rapidly in importance as a cotton market. He gives as the reasons for his faith the summary of superior facilities and advantages possessed by the city, as compiled and presented by C. W. Simmons, secretary of the St. Louis Cotton Exchange :

"1. St. Louis is in a direct line from Arkansas and Texas to the East and Liverpool.

"2. As the country merchants control the cotton, they save exchange by shipping to where they buy.

"3. St. Louis is the best point from which the planters and merchants can draw their supplies.

"4. St. Louis is above the yellow fever line, and the trade can be conducted the year round.

"5. The cotton produced by the above States is of the best quality, thus making our market desirable for spinners and buyers.

"6. Our market, under its system of warehousing, can and does handle cotton cheaper than other markets.

"7. Our railroad facilities are better than those of any other cotton market.

"8. Our purchasers are the North, East, Liverpool, and home."

In the same way, the advantages and facilities of St. Louis as a centre for cotton manufacture might be summed up :

A. *Production.*

a. Control of the best quality of the staple by means

of cheap transportation on short interior lines by the most direct routes to the Southwest. This area, the cotton produced in it and the connection of St. Louis with it, are rapidly and steadily increasing every year.

b. The planters sell to the country merchants from whom they buy their supplies. As plantations become smaller, the sales of the country merchants will become larger and tend more and more to include the entire line of goods consumed by the planting class. It might pay the planter of one hundred to five hundred bales to go to the city and buy at wholesale; but the planter of five to fifty bales cannot do this. Hence the country merchant's trade is increasing in volume and importance.

c. To the country merchant of the Southwest St. Louis is the best and cheapest market. It is better stocked, its goods are cheapest, its transportation facilities most extensive, most convenient, and cheapest. The country merchant of the Southwest, therefore, will buy in St. Louis his corn, flour, provisions, dry-goods, clothing, fertilizers, groceries, hardware, agricultural implements, and the furniture, vehicles, jewelry, liquors, and luxuries which the planter needs and the country merchant supplies,—an enormous line of goods, all of which can be most cheaply paid for in live-stock and baled cotton. Thus St. Louis secures and is able to maintain control of unlimited supplies of the raw material of the cotton manufacture on the most favorable terms possible.

B. Conversion.

a. Manchester (England) and Fall River (Mass.), to compete with St. Louis in the cotton manufacture, must buy their raw cotton in St. Louis and carry it to their mills, a distance of fifteen hundred miles in one case, of four thousand miles in another. This is a freight advantage in favor of St. Louis which averages, under all circumstances, one-fourth of one cent per pound.

b. Fall River must pay for coal, the controlling motive-power in cotton manufacture, fifty per cent. more than it costs in St. Louis. In Manchester coal is not quite as cheap as in St. Louis, and while the price of fuel in the latter place tends to decrease as wider areas of coal are opened and the facilities for cheap transportation are increased, the tendencies of fuel in price in England are upward, in consequence of diminished supply and greater cost and difficulty of procuring it.

c. Fall River and Manchester equally must buy their breadstuffs and provisions in St. Louis,—that is to say, they must pay for breadstuffs and provisions a price which is equal to the St. Louis price plus the cost of transportation from St. Louis and their deliv-

ery in those cities. This is equal to an enhancement of twenty-five per cent. upon the price of food in St. Louis. But the total labor employed in cotton manufacture is twenty-five per cent. of the cost, and in England and this country the cost of food represents about seven-twelfths of the total cost of labor. Thus St. Louis, through its cheaper food, has an advantage in the cost of labor in cotton manufacture equal to fourteen and one-half per cent.

d. The sum of the advantages of St. Louis for cotton manufacture, therefore, growing out of its position as a trade centre, would be seventeen per cent. over England and New England.

e. These advantages are increasing steadily from natural causes, and to them must be added a similar line of advantages in respect to the raw materials for machinery, and the cheapness of rents, sites for factories, etc.

f. The advantage of new plants and machinery of latest and most improved make, when St. Louis goes into cotton manufacture, must not be overlooked. In old establishments usually one-half the capital is locked up in old, inconvenient buildings and machinery, heating apparatus and the like, which do not produce the best results, and are costly out of proportion to their value.

C. Exchange.

St. Louis could distribute more cheaply than any competing city the products of looms capable of converting into fabrics every bale of staple annually received by her merchants. This cotton-goods market is extending rapidly through new connections with the far West and with Mexico, and it would be still more largely enhanced by the facilities of St. Louis for outstripping competition in the extensive manufacture of cotton.

The drawbacks are want of capital, want of machinery, want of skilled labor, and the opposition, of course, of the jobbers, who sell the goods manufactured in other places. These deficiencies St. Louis must remove. With her natural and acquired advantages she can well afford to do so. In corroboration of the facts and conclusions adduced above, it is proper to add the following statistics and figures:¹

GROWTH OF THE ST. LOUIS COTTON-TRADE.

	No. of Bales.		Net per ct. of Crop.
	Gross.	Net.	
1866-67.....	19,338	.....	.....
1871-72.....	36,421	16,706	0.56
1873-74.....	103,741	79,418	1.90
1879-80.....	496,570	324,284	5.63
1880-81.....	398,839	301,353	4.56
1881-82.....	374,415	259,151	4.78

¹ From a paper by Charles W. Knapp on "St. Louis: Past, Present, and Future," read before the "Round Table Club," Oct. 14, 1882.

"This presents a picture of trade aggrandizement which should at once inspire confidence in the future and stimulate the merchants of St. Louis to try what the same energy and enterprise will accomplish in other fields. To have built up in half a dozen years from unimportant proportions a trade running yearly over twenty million dollars proves that it is often only necessary to dare in order to do. I ask your attention especially to the fact that the cotton trade of St. Louis showed signs of healthy growth during the year just closed, in despite of the great falling off in the volume of its receipts, as you will see that only in 1879-80 did it receive so large a percentage of the whole cotton crop. The significance of this fact you will find still more strikingly illustrated by the following:

PERCENTAGE OF COTTON CROP RECEIVED AT LEADING MARKETS, ESTIMATED ON GROSS RECEIPTS.

Per Cent. of Crops of	1881-82.	1880-81.	1879-80.
St. Louis.....	7.21	6.11	8.43
Memphis.....	6.24	7.13	7.12
New Orleans.....	21.91	24.37	26.13
Galveston.....	8.45	10.33	8.60
Mobile.....	4.88	5.95	6.23
Savannah.....	13.64	13.51	12.83
Charleston.....	9.61	10.19	8.59
Houston.....	7.80	10.60	.....
Cincinnati.....	7.46	4.90	5.46

"This presents a comparison of gross receipts, of which alone could I find the statistics for comparison. St. Louis, Cincinnati, and Savannah are the only points which show receipts of a larger percentage of the crop than previous years, and of these Cincinnati, as heretofore stated, is only a point in transit and not a market. St. Louis, therefore, held its own in 1881-82 better than any other market in the country, and has every reason to count upon a large increase this year, if the crop realizes present anticipations."

In the same connection, Mr. Nimmo, in his recent report on the internal commerce of the United States, sums up the

"RECEIPTS OF COTTON AT ST. LOUIS, BY RIVER AND BY RAIL, DURING THE PAST FOURTEEN YEARS.

Cotton Year Ending August 31st.	By River.		By Rail.	Total.
	Bales.	Bales.		
1866.....	53,506	1,921	55,427	
1867.....	18,712	1,066	19,779	
1868.....	38,804	220	39,024	
1869.....	16,614	82	16,696	
1870.....	17,034	1,484	18,518	
1871.....	15,582	4,688	20,270	
1872.....	30,018	6,403	36,421	
1873.....	26,577	33,132	59,709	
1874.....	27,538	76,203	103,741	
1875.....	11,750	122,219	133,969	
1876.....	19,620	224,978	244,598	
1877.....	6,650	211,084	217,734	
1878.....	9,998	238,858	248,856	
1879.....	15,012	320,787	335,799	
1880.....	32,279	464,291	496,570	

"The receipts of cotton at St. Louis by river fell from 53,506 bales during the cotton year 1866 to 32,279 bales during the cotton year 1880, while the receipts by rail rose from 1,921 bales to 464,291 bales. The total receipts increased from 55,427 bales to 496,570 bales.

"The receipts of the cotton year ended Aug. 31, 1880, were principally by the rail lines west of the Mississippi River, the Iron Mountain Road alone bringing about 84 per cent. of the total receipts.

"The total receipts were as follows:

	Bales.
By Iron Mountain Railroad.....	417,238
San Francisco Railroad.....	21,669
Missouri, Kansas and Texas Railroad..	20,867
railroads east of Mississippi River.....	4,517
lower Mississippi River boats.....	32,279
Total.....	496,570"

And George H. Morgan, secretary of the St. Louis Merchants' Exchange, in the report on which Mr. Nimmo based his conclusions, replied as follows to some of the interrogatories propounded to him:

"Question 18. Please to state such facts as will indicate the growth of the cotton traffic of St. Louis, giving both receipts and shipments, and presenting tables showing the growth of the cotton traffic over the various routes during the last five or six years. In this connection please also to give the States and localities in which the cotton received by the different routes is produced.

"Answer. The business of the cotton year ending Aug. 31, 1880, has more than realized the expectations of the trade. The gross receipts amounted to 496,570 bales, placing St. Louis at the head of the interior cotton markets of the country. The prevalence of yellow fever at Memphis during the fall of 1879 no doubt turned to St. Louis some cotton that otherwise would not have come to this market, but the amount so diverted could not have exceeded at the utmost 25,000 bales. The increase was by the railroads from Arkansas, Texas, and the Indian Territory, which trade legitimately belongs to St. Louis, and will doubtless increase with the production in those States.

"The value of the cotton business to our city is equal to at least \$50,000,000 per annum. The value of the net receipts the past year, at \$55 per bale, would be \$17,835,620. It is safe to estimate that the greater portion—say three-fourths to seven-eighths—of the proceeds of the cotton sold here is expended in the purchase of goods and supplies. Add to this the trade that has naturally followed the channel opened by the cotton trade, and the amount named will not more than cover the amount of business that is the natural result of the diversion of cotton to this market. Of the gross receipts, 172,286 bales were on through bills of lading to Eastern and foreign markets, leaving 324,284 bales as the amount handled by our factors, against 218,716 bales the previous year. Of the shipments, 173,644 bales were exported direct to Europe, 7248 bales to Canada, 110,761 bales to the Atlantic seaboard cities, 432 bales to San Francisco, and 186,134 bales to interior manufacturing points. Of the receipts, the larger amount came from Arkansas, and the next from Texas, as will be seen by tables on following pages. As the business has increased the facilities for handling the same have been provided. The St. Louis Cotton Compress Company, the largest establishment of its kind in the world, has added to its former buildings, and has also erected a compress on the line of the Missouri Pacific Railroad. The capacity of the three companies is now as follows:

	Capacity per Day for Compressing.	
	Storage Capacity.	Bales.
St. Louis Cotton-Press Company.....	150,000	4000
Factors' and Brokers' Compress Company....	25,000	1000
Peper Cotton-Press.....	25,000	1500
Total.....	200,000	6500

The tables below, derived from the same source, about complete this exhibit:

STATEMENT showing the sources of supply of cotton received at St. Louis for the year ending August 31, 1880.

	Bales.
From Arkansas.....	239,374
Texas.....	207,779
Missouri.....	24,180
Tennessee.....	15,589
Mississippi.....	6,136
Indian Territory.....	3,268
Alabama.....	93
Kentucky.....	89
Louisiana.....	62
Total receipts.....	496,570

FOREIGN EXPORTS AND DOMESTIC SHIPMENTS IN 1880-81.

	Bales.
To Liverpool, England.....	188,160
London, ".....	492
Oldham, ".....	402
Manchester, ".....	372
Farnsworth, ".....	127
Wigall, ".....	51
Burg, ".....	78
	189,682
To Havre, Franco.....	3,266
Bremen, Germany.....	3,531
Hamburg, ".....	569
	4,100
Antwerp, Belgium.....	2,507
Amsterdam, Holland.....	253
Rotterdam, ".....	2,417
	4,940
Chemnitz, Saxony.....	200
Canada.....	5,810
New York for export.....	1,575
Total foreign.....	212,080
<i>To seaboard points:</i>	
To New Orleans.....	7,240
Philadelphia.....	7,353
New York.....	34,190
Boston.....	4,269
Baltimore, Md.....	3,816
	56,868
<i>Interior shipments:</i>	
To Massachusetts.....	44,633
Rhode Island.....	23,830
Connecticut.....	15,872
Pennsylvania.....	13,745
New Hampshire.....	7,751
Maine.....	5,518
New York (State).....	2,426
Vermont.....	1,834
Ohio.....	819
Delaware.....	728
New Jersey.....	240
Maryland.....	629
Illinois.....	153
Michigan.....	269
Wisconsin.....	87
Indiana.....	603
Kentucky.....	11
Minnesota.....	184
San Francisco.....	270
	119,602
Total exports.....	388,550

RECEIPTS THROUGH COTTON.

By	1879-80.	1878-79.
St. Louis, Iron Mountain and Southern Railway.....	149,041	115,957
Missouri, Kansas and Texas Railway.....	11,853	1,076
St. Louis and San Francisco Railway.....	9,713	.....
By River.....	1,679	50
Total bales.....	172,286	117,083

	1879-80.	1878-79.	1877-78.	1876-77.
Gross receipts.....	496,570	335,799	248,856	217,734
Shipped via St. Louis on through bills of lading.	172,286	117,083	61,561	69,258
Net amount handled by St. Louis factors.	324,284	218,716	187,295	148,476

The rate of freights on cotton from interior points in Texas to St. Louis is about the same as that to Galveston, and the transportation charges from interior points in Texas to Liverpool via St. Louis do not materially differ from those via Galveston to Liverpool, thus making St. Louis a strong competitor with Galveston for the cotton trade of interior Texas.

On the general subject of the mutual interaction of local advantages in production, conversion, and exchange, as affecting St. Louis and its competitors, C. H. Pope, an expert in transportation matters, observes, in regard to the territory south of the Ohio River and of the State boundary of Missouri, that

"at the opening of the era of railway transportation the commercial relations of Chicago with the territory considered were meagre and spasmodic. The city did not form a market for any of the products of the Southern soil; it did not possess organized railway facilities nor lines of non-competitive commodities, all of which, added to disadvantageous position, practically placed that city outside the commercial pale for the Southern Mississippi River basin.

"Her first traffic with the States of Tennessee, Mississippi, Alabama, and Louisiana, via the Illinois Central Railroad and connections, was rapidly improved and followed up, and trade relations were organized which, on some lines of merchandise, have remained permanent and prosperous. The influence of Chicago in the South at present is an important one. It is felt most largely along the line of the New Orleans, St. Louis and Chicago Railroad, and of the Mobile and Ohio Railroad. In fact, during the era of railway transportation, the line of New Orleans, St. Louis and Chicago Railroad has formed as nearly a dividing boundary for the commerce of the interior cities as it is possible to establish.

"To the west of this road the city of St. Louis, since the completion of its Southern trunk connections, controls more of the commerce of the country than either Cincinnati or Louisville, and in this territory Cincinnati, Louisville, and Chicago each enters as a competitor, the aggregate value of the commerce in all commodities controlled by each therein being almost equal, although the trade seeking each city varies largely with the commodities moved,—i.e. the aggregate trade of each city in particular commodities being widely different."

He adds that the trade specialties which Chicago advantageously offers to this territory are grain, hides, pork, and live-stock, besides a large list of manufactured goods, including clothing, implements and machinery, iron, etc. Those which St. Louis offers are furs, flour, grain, and manufactured articles.

J. D. Hayes, of Detroit, one of the experts best known in connection with trade and transportation, in a letter to Mr. Nimmo, dated April 7, 1881, remarks as follows upon the force of natural advantages in promoting manufactures:

"In reply to your valued favor of 23d ultimo, in regard to 'the development of manufacturing interests in the chief cities of the West, viz., Cincinnati, St. Louis, and Chicago,' I would say the manufacturing interests of those cities, as well as all other cities, towns, and villages, depend very much upon natural advantages, aided by circumstances, controlled by business energy, and capital to bring out and develop those natural advantages.

"Take St. Louis for example. For hundreds or thousands of years before the present race of people were known the Mississippi and Missouri Rivers formed their junction near the place where St. Louis now stands,—those rivers being navigable for so many hundred miles in each direction, draining a country rich in agricultural lands, as well as very abundantly supplied with iron, coal, and other minerals, together with the great variety of different kinds of valuable timber suitable for manufacturing, all of which could be brought to that point from the north by the natural flow of water, thence onward down to the Gulf of Mexico, to reach open and unobstructed ocean navigation all the year round to all parts of the world. This vast region of country along those rivers is capable of sustaining a population of three hundred millions of people, without having more inhabitants to the square mile than some parts of Europe. With such a country and such natural resources to and from, such a central point would not fail to attract the attention of the dullest mind to its future prospects long before the steamboats or the railroads had entered into competition in rates with the currents of the rivers in their onward course to the ocean. Therefore from the beginning to the present time, and for all coming time, railroads and steamboats must compete with the currents of those rivers for the traffic of St. Louis; therefore manufactories at that point enjoy benefits which are in some respects a protection as against interior towns or cities having to pay local or non-competing rates. The St. Louis rates affect the rates upon all productions far back into the country each side of that river, as far as to where the local rates into St. Louis and the through rate from St. Louis added together equal the east-bound rate by rail from the interior cities and towns.

"The public are educated to call this natural advantage 'discrimination in rates in favor of St. Louis,' which is true so far as the other places are concerned, but it is a 'discrimination' made by God himself in the formation of the world, therefore beyond the power of railroad managers to change. The manufacturer can with some degree of certainty put his money, energy, and material together at that point, looking to the future wants of the vast number of people that are now in the West and the millions upon millions more that will be there, and go forward with manufacturing enterprises without limit, feeling secure in the ability to compete with any other part of the world."

In different words and varying forms, all that has been said on this subject only serves to enforce and illustrate what was said long ago by the author of the "Wealth of Nations," Adam Smith, in that great work, the foundation, in fact, of all political economy, and in many respects the wisest and most healthy treatise upon that complicated science:

"The great commerce of every civilized society is that which is carried on between the inhabitants of the town and those of the country. It consists in the exchange of rude for manufactured produce, either immediately or by the intervention of money, or of some sort of paper which represents money. The country supplies the town with the means of subsistence and

the materials of manufacture. The town repays this supply by sending back a part of the manufactured produce to the inhabitants of the country. The town, in which there neither is nor can be any reproduction of substances, may very properly be said to gain its whole wealth and subsistence from the country. We must not, however, upon this account imagine that the gain of the town is the loss of the country. The gains of both are mutual and reciprocal, and the division of labor is, in this as in all other cases, advantageous to all the different persons employed in the various occupations into which it is sub-divided. The inhabitants of the country purchase from the inhabitants of the town a greater quantity of manufactured goods with the produce of a much smaller quantity of labor than they must have employed had they attempted to prepare them themselves. The town affords a market for the surplus produce of the country, or what is over and above the maintenance of the cultivators, and it is there that the inhabitants of the country exchange it for something else which is in demand among them. The greater the number and the revenue of the inhabitants of the town, the more extensive is the market which it affords to those of the country; and the more extensive that market, it is always the more advantageous to a greater number. The corn which grows within a mile of the town sells there for the same price with that which comes twenty miles' distance. But the price of the latter must generally not only pay the expense of raising it and bringing it to market, but also afford the ordinary profits of agriculture to the farmer. The proprietors and cultivators of the country, therefore, which lies in the neighborhood of the town gain in the price of what they sell, over and above the ordinary profits of agriculture, the whole value of the carriage of the like produce that is brought from more distant parts, and they save, besides, the whole value of this carriage in the price of what they buy."

And this rule applies not only to cotton, but to every other manufacture in which St. Louis has embarked already or will embark in the future, and the extent and profits of these manufactures of St. Louis will be in exact proportion to the extent of tributary country, its need for supplies, and the advantages of transportation and conversion possessed by St. Louis over other competing trade centres. The extent of these natural and acquired facilities constitutes what may be termed the *natural protection* of St. Louis, as distinguished from the artificial protection which may be derived through the tariff. The percentage of that natural protection cannot exactly be determined, since so many various factors enter into its composition. We have shown that it is at least seventeen per cent. in the case of cotton. In the case of flour and provisions for the cotton sections tributary to St. Louis it is probably fully as great.

COTTON COMPRESS COMPANIES.—What the elevators are to the handling of grain the compress companies are to the handling of cotton shipments, and in "terminal facilities" for the latter trade St. Louis is without an equal, one of the three establishments of the kind of which the city boasts being, as we have indicated, the largest, most complete, and most convenient of the kind in the world. There are three

compress companies in St. Louis, and a summary of their compressing facilities makes the following remarkable exhibit:

	Capital Stock.	Storage Capacity. Bales.	Capacity per Day for Compressing. Bales.
St. Louis.....	\$1,250,000	200,000	6000
Factors' and Brokers'.	150,000	25,000	1500
Peper.....	100,000	25,000	1000

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. Bales.	Shipments. Bales.	Stock. Bales.
1882.....	259,151	265,637	1739
1881.....	317,195	316,537	8225
1880.....	358,124	351,818	7467
1879.....	237,437	237,101	1161
1878.....	205,861	206,537	825

The Peper Cotton Compress was the first in St. Louis, being erected in 1871, at the old building corner of Twelfth and Market Streets. The press was of primitive character and capacity, but was used until 1878, when the company removed to its present spacious warehouse, bounded on the river-front by the Levee, and on its western length by the tracks of the St. Louis, Iron Mountain and Southern Railway. The warehouse is two hundred and fifty by three hundred feet, and two stories high. It contains two powerful hydraulic presses, with a maximum power of five million pounds pressure on the bale. The other appointments of the warehouse are also very complete. The officers of the company are Jerome Hill (of Hill, Fontaine & Co.), president; Christian Peper, vice-president; and E. D. Mcier, secretary and treasurer.

The St. Louis Compress Company was organized July 20, 1873, and has since so increased its business as to employ one million two hundred and fifty thousand dollars capital. The vast establishment covers a space of five entire blocks, with a total frontage of seventeen hundred and forty-eight feet, occupying fifteen acres of ground, and with its two stories occupying thirty acres of floor space. The company's warehouses are arranged in three divisions,—two on the Levee and Park Avenue, and a third (new) on the Missouri Pacific and San Francisco Railways in the West End. There are in the first two nine buildings with heavy brick walls and iron doors. A network of railway tracks surrounds the platforms, and the arrangements for loading and unloading direct from cars and boats are most complete.

Cotton is received and delivered by the company free of drayage. After a bale has been properly classed and marked up for shipment it is compressed, and taken from the delivering platforms by the Cotton Transportation Company, which company was organized for the express purpose of transporting cotton in through car-load lots, without breaking seals, to the initial lines in East St. Louis, and from thence

to the East and Europe. As the Compress Company insure all cotton in their hands, this organization of the Transportation Company in connection with them enables them to cover the cotton by one policy from the time they receive it until it is handed to the railroad companies in East St. Louis. The Transportation Company was organized and conducted under the able management of Col. J. W. Paramore, the first president of the Compress Company. As a greater security from fire, the buildings are divided into some twelve or fifteen compartments, and throughout the whole the arrangements for handling the cotton are of the most elaborate character. The floors are all on an inclined plane from the receiving platforms to the compresses, and thence to the delivery platforms, and all of these platforms are well roofed in.

The company has four powerful presses, so combining steam and hydraulic power that they compress a bale of cotton to a density of nine inches, enabling twenty-five thousand pounds to be readily loaded on an ordinary freight-car. In 1879-80 two hundred and seventy-five thousand bales were compressed here. The new warehouse comprises six hundred feet front by a depth of four hundred, with thirty-seven and one-half acres of ground, and most complete machinery and other appointments. The company employs from three hundred to eight hundred men, according to the season, and paid for labor since its organization, and up to September, 1880, three hundred and ninety-four thousand two hundred and four dollars. The original officers remained up to 1881, when President J. W. Paramore was obliged, on account of his great railway operations in Arkansas and Texas, to resign. The officers of the company then chosen and still remaining as such are William M. Senter, president; C. M. Donaldson, vice-president, secretary, and treasurer; F. W. Paramore, assistant secretary; Directors, William M. Senter, James L. Sloss, M. C. Humphrey, J. D. Goldman, J. N. Stegall, Thomas H. West, I. M. Wiener, George D. Fisher, R. B. Wright, C. M. Donaldson, William F. Obear.

The board for the Texarkana Cotton Compress Company, which is also a St. Louis enterprise, is composed as follows: F. M. Martin, C. M. Donaldson, R. B. Wright, J. H. Reifsnyder, A. C. Stewart, J. W. Phillips, M. C. Humphrey, J. D. Goldman, James L. Sloss, William M. Senter. The Texarkana Company is organized under the laws of the State of Missouri; the stockholders are mainly the same as in the St. Louis Cotton Compress Company; the chief office is at St. Louis; the branch office and general agent at Texarkana.

The Factors' and Brokers' Compress Company, located on Columbus and Lafayette Streets, and covering an entire block of ground, commenced business in November, 1874, with a capital stock of one hundred and fifty thousand dollars. The mechanical advantages are such as to insure speedy and economical handling of the staple, and the warehouses are extensive and conveniently arranged. The capacity has been so increased from year to year that the company can now handle with its two powerful presses fifty-five thousand bales during a cotton year. The officers are R. B. Whittemore, president; C. T. Mitchell, secretary; and Messrs. Oliver Garrison, H. M. Mandeville, Richard H. Allen, and John G. Wells, directors.

There are as yet only two cotton-mills in St. Louis, those of Bemis & Marriott and of Theo. G. Meier, and both are doing so large a business that the erection of other manufactories on a still more extensive scale is in contemplation. The requisite capital is already assured.

Hemp, Bagging, and Tow.—Hemp and tobacco are still great staples of Missouri and great materials for manufacture in St. Louis, but their importance relatively is not so transcendent as it used to be. Other products have outstripped them in the scale and give larger results. Hemp and tobacco will always be grown upon limestone land, because this, the only soil which will produce blue grass, is also the only one upon which those two products can be successfully cultivated and without exhausting the fertility of the soil. These products have been cultivated largely since the first settlements in Missouri. The French raised tobacco before St. Louis was founded, and it was an article of trade with the Indians in the days of Laeclde. The first Kentucky immigrants brought with them the cultivation of hemp, while the Canadian *habitans* of Cahokia grew and hackled flax for linen and tow-cloth from the days of Charlevoix down. Under the old colonial system, however, so active was the competition of tobacco that the cultivation of flax and hemp and the manufacture of linen and cordage had to be enforced by penalties and encouraged by bounties, yet much of the domestic wear was of tow and linen and linsey-woolsey until fulling-mills were established and the use of cotton goods became universal. In St. Louis, in 1821, there was no linen made except a little spun and woven for domestic use, and there was no rope nor bagging manufactured. The consumption of rope had been comparatively large, as there was a demand for it for cordelles, but it was all imported from New Orleans or from the Eastern cities. In 1810 the cul-

tivation of hemp sprang up largely in Kentucky on account of the blockade of the Baltic, and these Kentuckians and their children emigrating later to Missouri, carried the cultivation of hemp with them. But as in 1820 the total manufactures of Missouri only yielded one hundred and sixty thousand dollars, and all the capital invested was only forty-six thousand dollars, it is not to be supposed that the hemp crop had led to the establishment of a co-ordinated industry. Still there was the crop, and the manufacture would follow.

In 1842 the tariff laid a duty of 25 per cent. on bagging, 5 cents per square yard on gunny-cloth, 25 per cent. on flax and hemp bags, 25 per cent. on linen tick, and the same on burlaps, canvas of linen, 30 per cent. on hemp and jute carpet, $4\frac{1}{2}$ and 5 cents per pound on cordage of hemp and manilla, 25 per cent. on drillings and manufactures of flax, \$20 per ton on raw flax, 5 per cent. on flaxseed, \$40 per ton on raw hemp, with 20 per cent. on manufactures of hemp, 20 per cent. on hemp-seed, and the same on manilla, \$25 per ton on jute, 25 per cent. on jute butts, and 25 per cent. on linen fabrics. With this the cultivation of hemp and the manufacture of the raw hemp and flax may be said to have begun in Missouri. In the course of about ten years rapid progress was made. The commercial statistics of St. Louis for 1853 show a receipt of 63,450 bales of hemp, against 49,124 the previous year, valued at \$300,000, the price having risen to \$130 per ton in consequence of the Crimean war.

The cordage business was also prosperous, as the reports show. Receipts this year (1853) foot up 58,437 coils, against 41,674 in 1852, showing a difference of 16,763 coils. This difference, at the ruling market rates, gives the sum of \$17,000, and when to this is added the advance on the whole receipts over the prices of the preceding year, the cash increase on operations, sums up \$60,000. Sales during the year were unusually large. Many Southern orders previously sent to the Ohio River were filled at this point, the St. Louis market offering equal inducement as far as quality was concerned and superior claim to the consideration of buyers as regards cheaper transportation. Sales ranged from 6 to $6\frac{3}{4}$, the larger portion at $6\frac{1}{2}$ to $6\frac{1}{2}$; in 1852, $4\frac{3}{4}$ to $5\frac{1}{2}$ were the ruling rates. The heavy advance in hemp, of course, led to this result. As far as can be ascertained, the quantity manufactured in St. Louis amounted to from 14,000 to 15,000 coils; of this the Lowell Factory, in the northern part of the city, turned out 11,000, the greater part of which found sale in the St. Louis market. Missouri rope regained its standard during the season

for excellence of quality, and was eagerly sought by Southern buyers.

R. W. S. Allen, of Kentucky, and J. H. Alexander & Co., McClelland, Scruggs & Co., and Douglass & Bier, of St. Louis, purchased about this time of W. A. Richardson, of Louisville, the Perry & Slaughter patent for making bale-rope and hackling hemp. The right included the whole of Missouri and the western half of Illinois. Operations were commenced about the 1st of April, with machinery sufficient to turn out one hundred coils of rope and three tons hackled hemp per day. The annual consumption of hemp was from two to three thousand tons.

Hon. John Hogan, speaking of the hemp industry of this period, remarks,—

“It would almost be unpardonable if, in such notices of manufactures as I take, I were to omit all notice of the productions of one of our own great staples, hemp. There are in St. Louis many rope-works, carried forward on the old principle of operation; these aggregately do a pretty extensive business, and although they are important, yet they do not exactly come within my plan. There are here in successful operation two extensive steam-propelled hemp-works, and two more nearly ready for operation. The works of Mr. John L. Blaine are located above the shot-tower. They contain some twenty-five machines, which are soon to be increased. The building is a large stone and brick edifice, and the business is understood to be quite remunerative, although during the past year the price of the raw material has been relatively higher than the manufactured commodity. The Missouri Hemp Company, of which John T. Douglass is president, have their establishment located on Stoddard, just south of Chouteau Avenue. The buildings, all of brick, were erected purposely for this business, and are said to be fire-proof, certainly they are secure from any external hazard. The chief building is ninety by forty feet, three stories high, and contains thirty-two spinning-machines and four hackles, all made by Todd, McKay & Co., of Paterson, N. J. The machines are of the Perry & Slaughter patent, and the hackles are of the Arnold patent, besides cards, breaks, and picks, as usual. The engine-house, also of brick, is supplied with an engine of fifty horse-power, built by Gaty, McCune & Co., which propels all the machinery. The average consumption of hemp is seventy tons per week, and the product averages one hundred coils of rope and fifteen bales of hackled hemp per day.

“Johnsons, Bartley & Lytle are erecting on the corner of Decatur and Barry Streets, opposite the church of St. Vincent, another extensive rope manufactory. The principal building is to be one hundred and twenty by forty-four feet and four stories high, the engine and boiler house is to be ninety-six by twenty feet, the whole built of brick in the best manner. Mr. L. D. Baker, builder. As the buildings are not yet finished, there is of course no machinery erected, consequently I can give no description of it or its product; but I may say that the gentlemen who have it in hand are energetic business men, familiar with all the details of this species of manufacture, having lately been engaged in its prosecution in Louisville, Ky., and the machinery will be all new and of most approved character; and for the present they will confine themselves to making bale-rope and hackled hemp. There is another large establishment nearly ready for the machinery, which is situated on the corner of Austin and Twelfth Streets, got up by Mr. R. B. Bowler, lately a very extensive manufacturer of bagging and

rope in Cincinnati, also a good business man, and every way qualified to push forward the enterprise. Here the chief commodity made will be bagging and bale-rope, to the production of which the machinery is perfectly adapted. I have understood that a company of heavy capitalists are associated with Mr. Bowler, and they have obtained a charter from the Legislature under the name of the ‘St. Louis Rope and Bagging Company.’”

In 1860 these industries in hemp and flax had attained the following respectable proportions:

Articles.	No. of Estab.	Capital.	Hands.	Materials.	Products.
Bags.....	1	\$8,000	6	\$71,500	\$76,000
Tents.....	1	3,000	8	4,000	6,000
Rope and bagging..	14	474,130	464	1,029,100	1,189,018

The maximum was reached in 1855, which year also was that in which American ship-building culminated. Since the civil war the culture of hemp and flax in Missouri has not flourished. In 1870 there was manufactured in St. Louis 3,377,845 yards of bagging. In 1880 there were engaged in these manufactures: Bagging (flax, hemp, and jute), 3 establishments; capital, \$370,000; hands, 551; wages, \$150,216; materials, \$545,900; product, \$867,395. Awning and tents, 9 establishments; \$127,200 capital; 259 hands; \$54,850 wages; \$249,185 materials; \$388,940 products. Cordage and twine, 14 establishments; \$12,875 capital; 89 hands; \$16,423 wages; \$33,250 materials; \$67,664 products.

RECEIPTS OF HEMP AND TOW FOR THIRTY-ONE YEARS.

Years.	Bales.	Years.	Bales.
1881.....	3,580	1865.....	40,846
1880.....	1,731	1864.....	64,078
1879.....	4,072	1863.....	56,337
1878.....	5,087	1862.....	78,313
1877.....	7,930	1861.....	25,558
1876.....	3,157	1860.....	68,673
1875.....	3,960	1859.....	68,796
1874.....	11,266	1858.....	81,423
1873.....	16,860	1857.....	80,094
1872.....	20,790	1856.....	53,737
1871.....	15,292	1855.....	91,320
1870.....	12,716	1854.....	69,629
1869.....	24,468	1853.....	62,692
1868.....	25,699	1852.....	48,819
1867.....	30,750	1851.....	65,471
1866.....	18,759		

The Grain Trade.—The history of the grain trade of St. Louis embraces a succession of mutations, all tending to the enlargement and expansion of this interest, and exhibiting a remarkable extension in respect to tributary commercial relations. A few years ago it was insisted, as indeed it had been for forty years, that the local mills made the St. Louis market, but large as the milling interest is, that demand bears a relation of only about fifty per cent. to the actual grain supply. To illustrate: The receipts of wheat from all sources in 1881 were 15,275,931 bushels, while the milling consumption was 7,407,536, less than one-half. The difference between these amounts represents the shipments. As to corn, the great staple

of Illinois and Iowa tributaries, the receipts aggregated 24,049,983 bushels, while the milling demand was only 4,576,963, a trifle more than one-fourth of the exportation of this cereal. The proportion as to rye is still more marked.

SOURCES OF SUPPLY OF WHEAT FOR TWO YEARS.

From	1882.	1881.
The West, by rail and Missouri River.....	12,229,248	7,819,478
The South, by rail from west of Mississippi River.....	1,322,094	422,033
The South, by Mississippi River boats.....	1,149,529	330,900
The South, by rail from east of Mississippi River..	1,629,318	115,667
The East, by rail and by Illinois River.....	2,196,684	2,028,053
The North, by rail and river.....	756,239	903,609
Wagons from near the city.....	1,491,875	1,623,831
Total receipts, bushels.....	20,774,987	13,243,571

COMPARATIVE RECEIPTS BY RAIL, RIVER, AND WAGONS FOR TWO YEARS.

By	1882.	1881.
Railroads.....	16,379,690	9,715,568
Rivers.....	2,903,422	1,904,172
Wagons.....	1,491,875	1,623,831
Total bushels.....	20,774,987	13,243,571

DIRECTION OF SHIPMENTS FOR TWO YEARS.

Shipped to	1882.	1881.
Europe direct <i>via</i> Atlantic seaboard.....	125,467	134,610
Europe <i>via</i> New Orleans.....	5,637,391	4,197,981
The East, by rail and Illinois and Ohio Rivers.....	6,015,427	1,640,318
The West, by rail and Missouri River.....	4,018	3,676
The South, by rail and river.....	368,574	893,254
The North, by rail and river.....	295,183	51,791
Total shipments, bushels.....	12,446,060	6,921,630

COMPARATIVE SHIPMENTS BY RAIL AND RIVER FOR TWO YEARS.

By	1882.	1881.
Railroads.....	6,691,926	2,758,962
Rivers.....	5,754,134	4,162,668
Total shipments, bushels.....	12,446,060	6,921,630

It was when St. Louis ceased to be a market of mere consumption demand and attracted to this centre the crops of Central and Southern Illinois, Northern Iowa, and the great Northwest, the West,

South, and Southwest, and when she began to supply other cities and other countries,—it was when, in short, she became one of the distributing points for the world's breadstuffs that she came into prominence as a leading market. The growth of the speculative tendency doubtless aided St. Louis, and her call-boards, like those of Chicago, were a great advertisement, but the transactions in actual grain also grew with the increase of rail- and water-route facilities for the movement of crops. Chicago had the lakes and more trunk lines, but the genius of Capt. James B. Eads opened a highway to the sea, and St. Louis began shipping grain *via* the jetties direct to Liverpool. River transportation companies were formed, and many bottoms built to carry the outward-bound grain from St. Louis to deep water. Meantime more railroads extended their lines to St. Louis, and in shipping facilities were greatly increased in the interest of new tributary points. Thus St. Louis acquired the key to the situation, and invited the investment of large foreign capital in the grain-trade of the Mississippi valley. Moneyed men were swift to appreciate the advantages St. Louis offered in this regard, and Jay Gould, among others, hastened to devote several million dollars to the extension of railroads centering here, and to the advancement also of the water-route transportation companies.

SOURCES OF SUPPLY.—The following table exhibits the receipts in 1882 and the sources of the same. The shipments *via* New York, it will be observed, are trifling as compared with those by the St. Louis and Liverpool route *via* the jetties.

FROM	Wheat.	Corn.	Oats.	Rye.	Barley.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
The West, by rail and Missouri River.....	12,229,248	5,256,665	3,751,934	320,406	126,070
The South, by rail from west of Mississippi River.....	1,322,094	402,805	485,243	800	7,516
The South, by Mississippi River boats.....	1,149,529	87,770	8,038	59	49,541
The South, by rail from east of Mississippi River.....	1,629,318	50,970	40,983	.....	400
The East, by rail and by Illinois River.....	2,196,684	4,400,215	1,118,296	13,372	352,369
The North, by rail and river.....	756,239	3,593,130	2,383,622	44,070	1,258,072
Wagons from near the city.....	1,491,875	750,000	350,400	25,000	25,000
Total receipts.....	20,774,987	14,541,555	8,138,516	403,707	1,818,968

DIRECTION OF SHIPMENTS OF GRAIN.

To	Wheat.	Corn.	Oats.	Rye.	Barley.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Europe direct, by rail <i>via</i> New York.....	125,467	.....	.....	.....	.....
Europe direct <i>via</i> New Orleans.....	5,637,391	250,485	.....	15,994	.....
The East, by rail and Illinois and Ohio Rivers.....	6,015,427	2,523,947	1,647,341	307,433	32,754
The West, by rail and Missouri River.....	4,018	327,572	126,586	2,066	8,021
The South, by rail and river.....	368,574	6,251,618	2,617,023	17,907	40,947
The North, by rail and river.....	295,183	23,353	19,061	1,470	4,523
Total shipments.....	12,446,060	9,376,975	4,410,011	344,870	86,245

SHIPMENTS IN 1881.—The following table exhibits the movement in grain at this market during 1881, and while compiled as of shipments, necessarily comprehends also the receipts during the same period :

By	Wheat.	Corn.	Oats.	Rye.	Barley.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Chicago and Alton Railroad (Missouri Division).....	103	.....	.....	.....	.....
Missouri Pacific Railroad (Main Line).....	3,469	127,372	50,736	1,888	5,378
St. Louis and San Francisco Railroad.....	92	114,283	6,529	844	1,780
St. Louis, Wabash and Pacific Railroad (Western Division).....	.....	49,217	1,938	1,352	6,497
St. Louis, Iron Mountain and Southern Railroad.....	389,540	1,033,026	414,477	19,880	3,514
Missouri Pacific Railroad (Kansas and Texas Division)....	170	8,213	11,291	1,661	614
Cairo Short Line Railroad.....	442,802	617,512	205,699	9,136	12,112
Louisville and Nashville Railroad.....	242,881	424,562	77,949	23,325	54,668
Cairo and St. Louis Railroad.....	23,730	95,702	38,077	10	105
Ohio and Mississippi Railroad.....	566,686	1,677,707	59,353	138,840	13,890
Chicago and Alton Railroad (Main Line).....	201,197	106,845	101,156	1,361	4,394
Indianapolis and St. Louis Railroad.....	367,120	819,673	68,734	26,588	830
St. Louis, Vandalia and Terre Haute Railroad.....	205,916	461,796	10,919	18,238	50,033
St. Louis, Wabash and Pacific Railroad (Eastern Division).....	245,807	222,673	5,265	2,660	32
Chicago, Burlington and Quincy Railroad (Eastern Div.)..	3,208	23,215	.....	.....	.....
Illinois and St. Louis Railroad.....	24,405	1,174	8,051	1,364	18,013
Chicago, Burlington and Quincy Railroad (Northern Div.)..	41,468	59,187	3,800	52	963
Keokuk and St. Louis Railroad.....	368	6,359	335	690	438
New Orleans boats and barges.....	3,983,228	8,817,980	1,760,771	23,845	3,015
Vicksburg boats.....	1,244	472,305	270,666	2,797	372
Memphis ".....	7,618	172,233	99,851	7,010	332
Upper Mississippi River boats.....	9,955	8,158	7,114	574	5,710
Illinois " ".....	52	12	122	315	.....
Missouri " ".....	12	18,201	2,678	94	16
Ohio " ".....	160,637	27,428	10,278	22,237	4,858
Cumberland and Tennessee River boats.....	22	11,106	2,322	.....	.....
Arkansas, Red, and Ouachita boats.....	.....	14,241	4,747	.....	.....
Total exports.....	6,921,630	15,390,180	3,222,858	304,761	187,064
Shipped direct from country points.....	69,563	1,173,830	26,500	.....	.....
Ground in city mills.....	7,407,536	4,576,963	.....	60,000	.....
City consumption.....	.....	1,950,934	3,131,166	76,281	2,137,981
Stock on hand Dec. 31, 1881.....	877,202	958,076	162,466	91,941	161,822
Total movement.....	15,275,931	24,049,983	6,542,990	532,983	2,486,867

COMPARATIVE STATEMENT.—The following table exhibits the growth of the grain trade of St. Louis from 1851 to 1882, inclusive :

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, Bushels.		Corn, Bushels.		Oats, Bushels.		Rye, Bushels.		Barley, Bushels.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1851.....	1,712,776	.....	.....	.....	.....	.....	.....	.....	.....	.....
1852.....	1,645,887	.....	.....	.....	.....	.....	.....	.....	.....	.....
1853.....	2,075,872	.....	.....	.....	.....	.....	.....	.....	.....	.....
1854.....	2,126,272	.....	.....	.....	.....	.....	.....	.....	.....	.....
1855.....	3,312,854	.....	.....	.....	.....	.....	.....	.....	.....	.....
1856.....	3,747,224	.....	938,546	.....	1,029,908	.....	.....	.....	.....	.....
1857.....	3,218,410	.....	2,485,786	.....	1,624,158	.....	30,442	.....	.....	.....
1858.....	3,895,759	.....	892,104	.....	1,690,010	.....	45,900	.....	.....	.....
1859.....	3,568,732	.....	1,639,579	.....	1,267,624	.....	123,056	.....	.....	.....
1860.....	3,555,871	.....	4,249,782	.....	1,892,634	.....	159,974	.....	.....	.....
1861.....	2,654,787	.....	4,515,040	.....	1,735,157	.....	117,080	.....	201,434	.....
1862.....	3,559,336	.....	1,739,219	.....	3,135,040	.....	253,552	.....	290,925	.....
1863.....	2,621,020	.....	1,361,310	.....	3,843,877	.....	209,918	.....	182,270	.....
1864.....	3,315,828	.....	2,369,500	.....	4,105,040	.....	140,533	.....	326,060	.....
1865.....	3,452,722	67,710	3,162,310	2,591,155	4,173,227	3,083,864	217,568	32,445	846,230	50,000
1866.....	4,410,903	635,818	7,235,671	6,757,199	3,568,253	2,624,044	375,417	225,460	548,797	89,751
1867.....	3,571,595	321,888	5,155,480	4,318,937	3,415,388	2,244,756	250,704	56,076	705,215	55,720
1868.....	4,353,551	542,231	6,090,277	1,611,618	3,259,132	1,925,579	367,961	192,553	634,591	64,426
1869.....	6,736,454	1,715,005	2,800,277	1,298,803	3,461,814	2,903,002	266,056	110,947	757,600	57,134
1870.....	6,638,253	656,562	4,708,838	3,637,060	4,519,510	3,144,744	210,542	109,254	778,518	70,451
1871.....	7,311,310	1,048,532	6,030,734	4,469,849	4,368,099	2,484,582	374,336	138,756	876,217	62,843
1872.....	6,007,987	918,477	9,479,387	8,079,739	5,467,890	3,467,594	377,587	150,208	1,263,486	87,566
1873.....	6,185,938	1,210,286	7,701,187	5,260,916	5,359,853	3,215,206	356,380	206,652	1,158,615	125,604
1874.....	8,255,221	1,938,841	6,991,677	4,148,536	5,296,907	3,027,663	28,743	166,133	1,421,406	127,418
1875.....	7,604,265	1,562,453	6,710,265	3,523,974	5,006,850	2,877,045	279,200	134,920	1,171,337	146,350
1876.....	8,037,574	2,690,007	15,249,907	12,728,849	6,650,912	1,932,983	309,826	304,192	1,492,985	223,680
1877.....	8,274,151	2,410,190	11,847,711	9,309,014	3,124,721	1,550,665	476,907	397,183	1,326,240	188,251
1878.....	14,325,431	6,900,802	9,009,723	6,382,712	3,882,276	1,792,801	845,932	757,621	1,517,292	244,799
1879.....	17,093,362	7,302,076	13,360,636	8,311,005	5,002,165	2,154,026	718,728	423,720	1,831,507	260,422
1880.....	21,622,275	11,313,879	22,298,077	17,571,322	5,607,078	2,541,613	468,755	276,041	2,561,992	155,113
1881.....	13,243,571	6,921,630	21,259,310	15,390,180	6,295,050	3,222,858	469,769	304,761	2,411,723	187,064
1882.....	20,774,987	12,446,060	14,641,555	9,376,975	8,138,516	4,410,011	403,707	344,870	1,818,968	86,245

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat.	Corn.	Oats.	Rye.	Barley.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1867.....	174,874	35,060	42,822	2,250	24,149
1868.....	76,849	31,153	81,729	20,234	68,537
1869.....	437,115	21,878	69,677	16,331	101,557
1870.....	329,746	19,763	89,702	3,243	62,916
1871.....	525,977	124,921	238,087	48,601	66,262
1872.....	637,388	181,115	178,537	134,645	130,625
1873.....	219,108	159,463	111,016	19,006	45,836
1874.....	516,154	188,284	104,824	2,442	100,320
1875.....	772,866	412,598	89,078	26,589	117,815
1876.....	510,956	553,072	154,202	50,564	199,686
1877.....	413,495	290,845	31,470	35,027	93,309
1878.....	437,149	492,594	37,213	42,720	219,433
1879.....	1,232,258	1,379,826	187,122	55,804	165,689
1880.....	1,962,797	1,616,843	221,440	63,214	75,144
1881.....	877,202	958,076	162,466	91,941	161,822
1882.....	836,562	905,316	72,563	43,570	101,373

The season of 1880 was an exceptional one in respect to an immense crop, the largest by nearly thirty per cent. in the yield for many years.

EXPORTS BY TONS.—A comparative compilation by tons of direct shipments from St. Louis to foreign countries for 1875 and 1878-81 makes this exhibit:

	1881.	1880.	1879.	1878.	1875.
By river and jetties.....	389,587	453,681	176,511	154,060	6,897
By rail eastward.....	91,727	146,087	135,381	72,091	16,825
Total tons.....	481,314	599,768	312,412	226,151	23,682

The foreign shipments by river and the jetties on through bills of lading in 1881 aggregated 564,839 bushels, and to this must be added 12,861,124 bushels of grain *via* New Orleans, but not on through bills, making the grand aggregate of 13,425,963 bushels. The bulk grain exports from New Orleans and the foreign destination of the same are thus compiled:

To	Corn.	Wheat.	Rye.
	Bushels.	Bushels.	Bushels.
England.....	2,042,613	417,893	.....
Germany.....	776,916	.....	.....
Belgium.....	1,256,364	558,210	.....
France.....	1,970,472	2,608,644	.....
Holland.....	216,447	215,517	22,423
Ireland.....	195,916	125,099	.....
Denmark.....	835,991	.....	.....
Scotland.....	.....	29,932	.....
Cape Breton.....	261,110	578,494	.....
Total.....	7,555,829	4,533,789	22,423
Total bushels, 1880....	9,596,956	5,901,137	23,000

A comparison of the shipments of grain in bulk by river and for export during the twelve years of 1870-81 makes this interesting exhibit:

Year.	Wheat.	Corn.	Rye.	Oats.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	
1881.....	4,197,981	8,640,720	22,423	132,823	12,993,947
1880.....	5,913,272	9,804,392	45,000	.....	15,762,664
1879.....	2,390,897	3,585,589	157,424	30,923	6,164,838
1878.....	1,876,639	2,857,056	609,041	108,867	5,451,603
1877.....	351,453	3,578,057	171,843	.....	4,101,353
1876.....	37,142	1,737,238	.....	.....	1,774,379
1875.....	135,961	172,617	.....	.....	308,578
1874.....	365,252	1,047,794	.....	10,000	1,423,046
1873.....	.....	1,373,969	.....	.....	1,373,969
1872.....	.....	1,711,039	.....	.....	1,711,039
1871.....	.....	309,077	.....	3,000	312,077
1870.....	66,000	.....	.....	.....	66,000

Thus has the grain trade of St. Louis grown from the proportions of a purely local market to those pertaining to one of the chief commercial centres of the world, situated in the heart of the greatest grain-producing section of the American continent.

All indications point to an immense increase in the grain trade of St. Louis. The superior facilities for transportation offered by the jetties at the mouth of the Mississippi, and by the improvements which the large appropriation made in the River and Harbor Act of 1882 will secure in the navigation of the river, must insure not only greater safety but a considerable reduction in the cost of shipment.

The position of St. Louis as a grain mart is indicated in the following table of shipments of grain and flour during 1880:

	Bushels.
Chicago.....	154,377,115
Toledo.....	53,372,739
St. Louis.....	46,675,581
Milwaukee.....	29,691,524
Peoria.....	20,544,508
Detroit.....	10,366,491
Duluth.....	6,511,100
Total.....	321,539,058

From the paper, by Charles W. Knapp, on "St. Louis: Past, Present, and Future," read before the "Round Table," Oct. 14, 1882, it appears that St. Louis, in 1881,

"led Chicago as a wheat market last year, receiving one and one-fourth million bushels more than Chicago handled. Nor can the fact be altered by counting the gross receipts of Chicago, which show it a million and a half bushels ahead in 1881, for, after all, the true basis of comparison is by crop and not calendar years,—that is, from August 1st to July 31st. They know this at Chicago, the Board of Trade reports giving the receipts by crops for a number of years, and the gross receipts at Chicago from Aug. 1, 1881, to July 31, 1882, were only 13,116,580 bushels, or 3.45 per cent. of the whole crop, while St. Louis received 14,085,964 bushels, or 4.71 per cent. Is there any chance now to cavil at my statement that St. Louis was the greatest wheat market of the world last year? It got nearly a million bushels more than the gross receipts of Chicago, and at least 4,000,000 more than Chicago's net receipts, for in the first six months of the year in question a through movement of 2,000,000 bushels was included in Chicago's gross receipts, so it is no injustice to assume a total through movement of 3,000,000 bushels in the whole year. Chicago, therefore, got only about 71½ per cent. as much wheat as St. Louis, and, unless Minneapolis, which received 3,500,000 bushels more than St. Louis in 1881, is called a market, in despite of the fact that it receives for home consumption only, and shipped out but 500,000 bushels, the pre-eminence of St. Louis must rest undisputed.

"This enormous consumption at Minneapolis suggests, what more direct statistics confirm, that that city is the greatest flour manufacturing city of the country, yet St. Louis is a greater flour market. Counting in all the Minneapolis flour passing through Chicago, that city figures itself a greater market, but it has no just claim to the through movement, which it does not handle. Let it stand by its net receipts and manufacture, aggregating only 1,194,657 barrels, while the 1,718,429 barrels



John Jackson

manufactured in St. Louis and 261,264 barrels sold on its Exchange, but shipped direct from country mills without passing through St. Louis, in addition to 1,620,996 barrels received, make a total of 3,600,689 barrels. Minneapolis ranks second, with a manufacture of 2,890,474 and receipts of 262,500 barrels, yet it is half a million under the St. Louis figures."

ELEVATORS AND WAREHOUSES.—The immensity of the grain-trade of St. Louis requires unusually extensive and complete terminal facilities; hence it is that the chain of elevators and warehouses in St. Louis and suburbs provides most amply for the handling of grain in bulk. The river-front of nearly sixteen miles is dotted here and there on both sides with elevators, having all the modern appliances and apparatus for storing, weighing, cleaning, receiving, and delivering grain into barges, which are towed alongside by tow-boats belonging to the elevator companies. Double tracks and sidings from the Levee also run into these for loading and unloading cars, and the additional chain of elevators on the lines running out from the Union Depot supply ample terminal facilities to the Western trunk lines.

There were warehouses of primitive build and limited capacity and conveniences in St. Louis nearly half a century ago, but it was not until about the year 1860 that the necessity of changing the plan of handling grain consigned to St. Louis began to be strongly felt by the commission houses and millers, and it was proposed that sacks should be dispensed with and the grain transported in bulk. The great difference between high- and low-water level—some forty feet—presented a difficulty, but not an insurmountable obstacle. In 1860 several meetings were held by influential dealers in grain, at which, while no definite results or plans were arrived at, the conviction was generally expressed that bulk grain transportation must supplant the sack before St. Louis could successfully compete with Chicago as a grain market. The proposition of Messrs. Henry and Edgar Ames and Albert Pearce to construct an elevator was vetoed by the mayor after the ordinance empowering the construction of the elevator had passed the City Council, and it was not until 1864 that an elevator was erected. This was the present building, save the additions since erected, of the St. Louis Elevator Company, on the Levee, between Biddle and Ashley Streets.

The St. Louis Elevator Company, which now controls four elevators, when organized in 1864, was believed to be in advance of the then demands of trade. It did not prove profitable in its earlier management,

nor indeed until its control was obtained by the present officers,—John Jackson, president; and Capt. D. P. Slattery, secretary and general manager.

Only those who are aware of the almost incalculable impetus which the grain trade of St. Louis has received from the utilization of the river route to New Orleans for shipment to Europe and South America can appreciate the work that has been done by such far-seeing and ardent spirits as Eads and Jackson and their associates.

John Jackson was born in County Down, North Ireland, April 21, 1821, of Scotch-Irish parents. The father, a farmer, trained the boy to habits of in-



ST. LOUIS GRAIN ELEVATOR.

dustry, and gave him all the school privileges which the country then afforded. When nineteen years old young Jackson entered a wholesale grocery establishment at Belfast, and remained there twelve years. He then followed a younger brother's example and came to America, landing at New Orleans in 1852. For three years he was connected with the house of Dyas & Co., and then (in 1855) removed to St. Louis and established the branch house of McGill, Jackson & Co., of New Orleans, who dealt in salt, etc. The business was well managed, and Mr. Jackson made money. His energy, honesty, and ability attracted the attention of his fellow-merchants, and they sought

his advice and aid in matters involving the industrial development of the city.

Mr. Jackson early gave much thought to the opening and development of lines of traffic from St. Louis to outlying regions, and was a director in the Wabash system of railroads west of the Mississippi, reaching to Kansas City, Omaha, and the rich grain-fields of Iowa, etc. When it had been demonstrated that the grain trade of the Northwest was not henceforth to be completely monopolized by Chicago, and that shipments of grain to the Atlantic from the South and West could be made advantageously by way of St. Louis, he was an earnest and practical advocate of the introduction of improvements, such as elevators, steam-car transfers, etc., by which grain could be handled quickly and economically at St. Louis.

From the first he was an earnest advocate of the great bridge, and became prominently identified with its construction. In the many dark days of the enterprise, when the project seemed at a hopeless standstill, no man gave it more cheering or more energetic support.

When the bridge was finished, Mr. Jackson realized that the time had come to make a determined effort to improve the Mississippi River and establish its supremacy as the "water-way of the continent," and he became the president of the South Pass Jetty Company, and labored devotedly at the side of the heroic Eads in his audacious engineering feat at the mouth of the Mississippi.

Mr. Jackson gave liberally of his means to this vast work, which has taken its place as one of the great achievements of the nineteenth century, and he has now the satisfaction of knowing that the time and money of himself and his associates have been instrumental in solving the problem of cheap transportation for the West and Northwest. Their success entitles them to be classed as the preservers of the commerce of the Mississippi valley, and statistics justify their right to this proud title; for while during the past decade the shipments of grain from St. Louis have increased over one hundred per cent. and those by rail about fifty per cent., the shipments by way of river have increased within the same period five thousand per cent. (being only 312,077 bushels in 1871, and 15,762,664 bushels in 1880). In 1881 they were very nearly fifty per cent. of the whole grain shipments of the year.

While thus largely interested in questions affecting transportation, Mr. Jackson has necessarily been brought to face the important subject of the terminal handling and transfer of grain, and it is to a great extent due to his labors that the problem has been

solved so satisfactorily for St. Louis. He was one of the first subscribers to the St. Louis elevator, and the company of which he is president also controls the East St. Louis and Venice elevators, and occupies the St. Louis salt warehouse.

These immense establishments are connected by wires with each other, and although the East St. Louis and Venice elevators are on the Illinois side of the river, the entire business is transacted with the utmost promptness and regularity from the general office, where Mr. Jackson is the directing mind. The grain handled by these three elevators has in some years reached as high as sixty per cent. of all the grain received at St. Louis, and this system of elevators is justly regarded as a most important agent in giving a permanent and healthy stimulus to the grain trade of St. Louis.

Early in 1880 it became apparent that the existing barge lines in operation between St. Louis and New Orleans were inadequate for the rapid and economical transportation of grain, and Mr. Jackson united with other capitalists in the establishment of the St. Louis and New Orleans Transportation Company, with a fleet of five tow-boats and thirty-five barges. Subsequently a consolidation of this company and the Mississippi Valley Transportation Company was effected, and the result of the union, the St. Louis and Mississippi Valley Transportation Company, employs thirteen tow steamers and nearly one hundred barges, with capacity for four million nine hundred thousand bushels of bulk grain, and the ability to move to New Orleans monthly three million bushels of grain.

Mr. Jackson's efforts to build up the grain trade of St. Louis by furnishing suitable terminal facilities for the handling of grain, and by providing cheap transportation to Europe, have not lacked recognition on the part of his fellow business men. He has been vice-president of the Merchants' Exchange, and is one of the most influential and honored members of that body. In 1880, when the jetty system at the mouth of the Mississippi had proved its utility, and ships of deep draught were loading at New Orleans with St. Louis grain, a party of Mr. Jackson's friends (some of whom had been his associates in the South Pass Jetty Company) visited him at his elegant home in St. Louis, and presented him, as a testimonial of their appreciation of his public-spirited labors in behalf of St. Louis, a handsome and costly watch, which bore the inscription, "The stockholders of the South Pass Jetty Company to their esteemed president, John Jackson, in grateful remembrance of his fidelity to these interests in the darkest hours of the enterprise." The esteem in which Mr. Jackson is held by those who



Engd. A.H.P. 1872

Alb Larimore

have been closely associated with him in these great works is shared by the public generally, among whom his name is a tower of strength, and a synonym of that strong faith in St. Louis and that patient and progressive energy which have made her the queen of the Mississippi valley.

Since Mr. Jackson has been president of the St. Louis Elevator Company the original elevator has been enlarged to its present capacity of two million bushels of bulk grain and two hundred thousand sacks, and is a marvel of conveniences, having double capacity and room for forty cars at a time to discharge or receive, besides meeting the demands of the barges along its river-front. The other elevators controlled by this corporation are:

The East St. Louis elevator, recently enlarged and now having a capacity of one million bushels. Seven tracks run through the building, capable of accommodating forty-six cars at a time, and discharging or loading thirty-two.

The Venice (Ill.) elevator, with ample rail and water conveniences, and a capacity of six hundred thousand bushels.

The North St. Louis elevator, formerly a salt warehouse only, but now arranged for elevator purposes, with a capacity of seven hundred and fifty thousand bushels. Thus this corporation supplies an aggregate storage capacity of nearly five million bushels, and employs a capital of one million five hundred thousand dollars.

The Central Elevator Company, of which N. G. Larimore is president and J. W. Larimore secretary and treasurer, was organized in 1873, and has two capacious elevators, Central A and Central B, located respectively at Eleventh and Austin Streets and on the Levee and Chouteau Avenue. In 1879 that on the Levee was burned, but speedily re-erected with increased capacity and added conveniences. The company also owns the St. Louis Warehouse, on Fifth Street and Chouteau Avenue, which has a capacity of two hundred thousand bushels, and which, though one of the oldest, is one of the most complete in the city, and is used for "overflow" in bulk grain over the Missouri Pacific. The Missouri Pacific Elevator, just completed at Carondelet, has a capacity of one million five hundred thousand bushels, and is also managed by the Messrs. Larimore.

N. G. Larimore, president of the company, was born in Bourbon County, Ky., Aug. 29, 1835. His ancestors resided in Maryland and Virginia, and his grandparents were among the pioneers of Kentucky. He was reared in good circumstances. In 1844 his family settled on a farm in the northern part of St.

Louis County, Mo., and were well-known and influential people. He enjoyed good educational advantages, attending Wayman Institute and a college in the interior of Missouri. Soon after leaving college in 1855 he married Miss Susan Ashbrook, youngest daughter of Levi Ashbrook, Sr., a well-known pork-packer, and bought a farm near Bellefontaine, on which he resided until 1865, when he, with his brother, J. W. Larimore, G. G. Schoolfield, and D. H. Silver, built the warehouse on Fifth Street and Chouteau Avenue, which was completed just in time to hold the Southern Relief Fair, at which over fifty thousand dollars was realized and distributed to the sufferers from the ravages caused by the civil war. This building was afterwards converted into a warehouse for the handling of grain in special bins. Millers at that time were unwilling to buy grain by grade, but insisted on having each car-load stored by itself, and the Larimore Brothers undertook to accommodate them. These beginnings were comparatively modest, and they could hardly have foreseen the development and present magnitude of their business. They handled the first bulk grain that was received in St. Louis from the Missouri Pacific Railroad, and were among the earliest to appreciate the stimulus that might be given to the grain trade of the city by the elevator system. Accordingly in 1873 they organized a company and built "Central Elevator A." At that time this was a great stride forward, and the friends of the brothers declared it to be a "great business mistake," and predicted failure; but the foresight of the Larimores was abundantly verified, the elevator was crowded, and their business increased to such a volume that in 1876 they were obliged to build another elevator ("Elevator B"), on the river at the foot of Chouteau Avenue, with a capacity of two hundred thousand bushels. As previously stated, this elevator was destroyed by fire in 1879, but the brothers immediately rebuilt it with a capacity of nine hundred thousand bushels. The capacity of Elevator A was originally five hundred thousand bushels, but increasing business has compelled its enlargement to seven hundred thousand bushels. In addition the company has leased and is now running the Missouri Pacific elevator at Carondelet, built in 1882, with a capacity of one million five hundred thousand bushels. The total storage capacity of the elevators controlled by the Larimore Brothers is over three million bushels.

Mr. Larimore has been identified with many other important enterprises, and he and his brother were the largest individual subscribers to the St. Louis and New Orleans Transportation Company, by which was

triumphantly demonstrated the great economy of a water-route to the sea. The brothers are also largely interested in the Elk Valley Farming Company, which controls fifteen thousand acres of farming land in Dakota, on which a prosperous town of two thousand inhabitants, only a year old and named "Larimore," has sprung up. The brothers regard this as one of the most important and promising of their ventures.

Mr. Larimore was also president of the Iron Mountain Bank, and has been for four years an efficient member of the City Council. He is also a member of the St. Louis Club and of the St. Louis Legion of Honor. He has long been a member of the Centenary Methodist Episcopal Church.

J. W. Larimore, brother of N. G. Larimore, was born July 16, 1837, in Bourbon County, Ky., and removed to Missouri with the family in 1844. The time occupied in making this journey was two weeks, the household goods being brought in wagons and the family in a carriage; now the trip would require only ten or twelve hours. His father, W. L. Larimore, had purchased a large tract of land in St. Louis County. Being a man of unusual foresight, he predicted a bright future for himself and family, as he looked upon St. Louis as the coming metropolis of the Mississippi valley, although the population at that time was only about thirty-four thousand. He at once set about opening up his large and magnificent farm, which in 1864 took the premium offered by the St. Louis Agricultural and Mechanical Association for the most highly improved and best cultivated large farm, there being nearly one thousand acres, most of which was meadow land. This farm was bought at from ten dollars to twelve dollars per acre, and was sold by him in 1865 in small farms for from one hundred and twenty-five dollars to two hundred dollars per acre, and was known as "The Model Farm." It was on this farm that J. W. Larimore considers he received the most valuable part of his education, having had the management of it for seven years, although his father gave him all the advantages of the best schools in the city. In 1865, with his brother, he removed to St. Louis, and his subsequent prosperous career is embraced in the sketch of that of N. G. Larimore.

He was married Jan. 29, 1867, to Bettie R. Carlisle, of St. Louis, both being active members of the Centenary Methodist Church, and closely identified with the Methodist Orphans' Home, she being a manager and he secretary and a member of the board of trustees of that worthy and admirably managed institution. He is also one of the board of trustees of the Bethel Association, one of the most useful charities in the city. Here every Sunday are gathered

together from five hundred to one thousand of the poor and their children who are deprived of the privileges of a regular church by reason of the long distance from their homes to that portion of the city where most of the churches are. They are provided with competent teachers, and the faithful and zealous chaplain, Capt. Kitwood, preaches to them two or three times every week.

J. W. Larimore is also a stockholder and director in the Continental Bank, which is one of the most prosperous financial institutions in the city. He is also secretary and director of the Central Elevator Company, a stockholder and director of several other elevator companies, and vice-president of the Elk Valley Farming Company, on whose farm in Dakota were raised in 1882 some sixty thousand bushels No. 1 hard spring wheat.

Only those familiar with the effect which the introduction of the elevator system has had upon the grain trade of St. Louis can appreciate what such men as N. G. and J. W. Larimore have done for the city. Not many years ago the grain trade of the West and Northwest was handled by Chicago, but the Larimores and others of similar courage addressed themselves to the great problem of handling grain economically and expeditiously, the solution of which, in connection with the rapid development of the grain-growing region lying west and south of St. Louis, has amounted to almost a revolution in that line of business. The Larimores have contributed their full share to accomplishing this result, and it is thought that, owing to their intimate relations with the Gould Southwestern railroad system, they handle much the greater portion of the grain that comes to St. Louis.

J. W. Larimore has taken a great interest in the improvement of Pine Street, west of Grand Avenue, where he purchased several large blocks of ground, on which he has erected six large, fine stone-front houses, two of which are double and elegantly finished in hard wood. One of them is occupied by Mr. Larimore as his family residence. His enterprise has given quite an impetus to the improvement of that part of the city, and the value of adjacent property has advanced from twenty-five to fifty per cent. during the past year. Nor is this all: together with his brother, N. G. Larimore, he has recently (January, 1883) secured a quarter of the block at the southwest corner of Fourth and Olive Streets, and they intend shortly to erect thereon a series of buildings worthy of the location and a credit to the city.

The Advance Elevator Company (Messrs. McCormick) is admirably equipped at East St. Louis, and



J. W. Larimore

has two elevators, A and B, with a total capacity of 1,500,000 bushels.

The Union Elevator, East St. Louis, has been recently built on the line of the Chicago, Burlington and Quincy Railroad, and enjoys unusual terminal facilities and a capacity of 1,500,000 bushels, which is to be still further increased. The proprietors, Messrs. Greer Brothers, of St. Louis and Peoria, Ill., have also an elevator at the latter point.

The Union Depot Elevator D is also new, and is most admirably arranged and located. It has a capacity of 750,000 bushels, and John R. Lionberger, the proprietor, has also Union Depot Warehouse, with a capacity of 250,000 bushels.

Central Elevator C has a capacity of 800,000 bushels.

The McPheeters Warehouse Company, so organized last year, but in existence as a firm since 1877, has built one of the largest and most complete warehouses in the West. It has rail and water connections, and occupies a large river-front, from Nos. 1104 to 1115 inclusive, North Levee. The directors are W. L. Wickham, T. T. Turner, and T. S. McPheeters, Mr. Wickham being president and Mr. McPheeters secretary and manager. The capital is one hundred thousand dollars. Besides the new building, two hundred and sixty-four by one hundred and two feet with a capacity for eight hundred car-loads, the company has another warehouse on North Main Street.

A recapitulation of the storage capacity of elevators and the larger warehouses makes the following exhibit, which no other Western city can boast:

	Bushels.
St. Louis Elevator.....	2,000,000
Central Elevator A.....	700,000
Central Elevator B.....	900,000
Central Elevator C.....	800,000
East St. Louis Elevator.....	1,000,000
Advance Elevator A.....	500,000
Advance Elevator B.....	1,000,000
Union Elevator.....	1,500,000
Venice Elevator.....	600,000
Union Depot Elevator.....	750,000
Salt Warehouse Elevator.....	750,000
St. Louis Warehouse.....	200,000
Total.....	10,700,000
McPheeters Warehouse Company.....	500,000

Mills and Milling.—The inauguration of the flour-milling interest in what is now St. Louis antedates the Revolutionary war and the declaration of independence by nearly a decade. During the period of Spanish subsidies, on Aug. 11, 1766, Laeclde Liguist received a grant of land, "situate on *La Petite Rivière*," afterwards known as Chouteau Pond, on which he caused to be built "two mills for grist purposes," one of them run by water, and the other termed a horse-mill. How long these primitive establishments

existed is unknown, but up to about 1862 a very ancient looking lime-mill stood upon this old site, then fronting Chouteau Pond, which, since filled up, is now occupied by the Union Depot, railroad tracks, freight warehouses, and other evidences of commercial progress.

Precisely when merchant mills took the place of the rude structures of the last century is not disclosed by the early commercial records, and it seems uncertain whether the mill erected at the corner of Florida Street and the Levee in 1827 and afterwards operated by Edward Walsh was really the first of comparatively modern character. In 1836, Capt. Martin Thomas built a mill in the northern part of the city, which was burned on July 10, 1836, just after it had been put in complete order. Its re-erection was speedily followed by the building of numerous other flouring-mills, so that in 1847 fourteen were in active operation, the foundation being thus laid of the St. Louis flour market, since characterized by uniform excellence of brands and great business enterprise. Of these fourteen mills five remain, though greatly enlarged and improved. A majority of the others were destroyed by fire. The names and capacity of the mills of 1847 are thus recorded:

	Barrels a Day.		Barrels a Day.
Eagle.....	200	*Missouri.....	175
Union.....	200	*Star.....	200
*Excelsior.....	100	*Nonantum.....	125
*Mound.....	75	*Centre.....	100
Franklin.....	125	*Washington.....	100
*Planters'.....	125	Camp Spring.....	125
Park.....	200	*Chouteau.....	100

Those marked thus * are no longer in existence.

In 1850 we find that there were twenty-two mills in operation in St. Louis, whose capacity for manufacturing flour was about two thousand eight hundred barrels, and whose actual consumption of wheat was not far short of twelve thousand bushels daily. The mills were as follows:

Mills.	Run of Stone.	Number of Barrels.
Saxony.....	2	50
Mound.....	2	75
Diamond.....	2	75
Centre.....	2	75
O'Fallon.....	2	75
Franklin.....	2	75
Cherry Street.....	3	100
Nonantum.....	2	100
Washington.....	3	100
Magnolia.....	2	100
Phoenix.....	3	100
Eagle.....	2	100
Excelsior.....	2	100
Park.....	3	125
Chouteau's.....	3	150
Star.....	4	150
Planters'.....	2	150
Agawan.....	4	200
Empire.....	4	250
United States.....	3	250
McElroy's.....	4	400
Missouri (burnt).....	..	.....
Total.....	...	2800

The Laclède Mill, the largest at that period, was erected in 1856, at the corner of Soulard and Decatur Streets, with four run of stone and a manufacturing capacity of three hundred barrels a day. Sears & Co., the owners, expended forty thousand dollars in its erection. While there have necessarily been a variety of changes with time, yet a majority of the millers of 1850 are still among the "jolly millers of St. Louis," and participated in the annual excursion of the craft in May, 1882.

The millers of 1849-50 took a prominent part in the organization of the "Merchants' Exchange," and the Millers' Exchange of that period is said to have been the pioneer corn exchange of this country. Prior to that time wheat came to the St. Louis market solely by river and in sacks, and samples were hawked about from mill to mill for sale. The outfit or furnishing of this exchange consisted of two pine counters, and twenty-four tin pans for flour samples. The Millers' Association had already been organized, with Gabriel Chouteau, John Walsh, Joseph Powell, C. L. Tucker, Dennis Marks, Dr. Tibbets, James Waugh, and T. A. Buckland as directors. The prominence then assumed by this interest in the direction of the commercial affairs of St. Louis has since been maintained in the election of five millers as presidents of the Merchants' Exchange, viz.: E. O. Stanard, in 1866; C. L. Tucker, 1867; George P. Plant, 1869; George Bain, 1878; Alexander H. Smith, in 1880.¹

Among the most aggressive and enterprising of these was George P. Plant. Mr. Plant was born in Lancaster (now Clinton), Mass., March 23, 1814, the eldest son and the third in a family of six sons and six daughters. His boyhood was one of thrift and labor, and he was brought up in a practical atmosphere, his father being a cotton manufacturer, with an excellent library of mechanical and scientific works, which the boy, directed by a gifted sister, carefully studied. From these books he contracted a desire for the calling of a civil engineer. Opportunities for studying the science were in those days very meagre, and with little but self-instruction, he launched at once into the school of practice, and was employed as a subordinate under Maj. Whistler, who was engaged in building a railroad between Springfield and Worcester, Mass.

The West was then beginning to attract the attention of the young and venturesome, and the projected construction of railroads and canals in Illinois seemed to young Plant to offer a promising field for the exer-

cise of his talents. Consequently in 1835 he went West, and after visiting an uncle who was living in Kentucky, located at Jacksonville, Ill., where he was employed as chief engineer in building the first railroad west of the Alleghenies.

This road was called the Northern Cross Railroad. The first rail was laid at Meredosia, May 9, 1838, and the first locomotive arrived by steamboat Sept. 6, 1838. It was put upon the track Nov. 8, 1838, for a trial-trip over the eight miles of the road that were finished. George P. Plant, the chief engineer, was master of ceremonies, and in the party were Governor Duncan, of Illinois, Murray McConnell, the State commissioner, James Dunlap and Thomas T. January, contractors, Charles Collins and Myron Leslie, of St. Louis, and Alexander Strother. There were then less than two thousand miles of railroad in the United States; but Mr. Plant, to whom belongs the unquestioned honor of having first harnessed the iron horse in the Mississippi valley, lived to see nearly seventy-five thousand miles of railroad in the country, and the valley gridironed with railroads, distributing the products of the Southwest through St. Louis in every direction, north, east, south, and west, with the city itself occupying a then undreamed-of prominence as the gateway to China and Japan.

At Jacksonville he met and married Matilda W. January, sister of D. A. and Thomas T. January, who soon removed to St. Louis and engaged in mercantile and other pursuits, in which they won an honorable name. In 1839, Mr. Plant followed them to St. Louis, and after a varied experience built the Franklin flour mills, on Franklin Avenue near Fifth Street, and founded the firm of George P. Plant & Co. Subsequently his brother Samuel became a partner, and when he died in 1866, Mr. Plant admitted his son George J. to membership in the firm, and still later George H. Plant, the son of Samuel Plant.

In 1859 his wife died, leaving two sons, and in 1863 he married Miss Martha G. Douthitt, a daughter of the late Robert H. Douthitt, of Pittsburgh, Pa., who still survives him.

While active and energetic in the prosecution of his own business, which he conducted with such success as to amass a large fortune, Mr. Plant was much interested in affairs about him, and among the many positions of trust which he held were the following: President of the Merchants' Exchange, president of the Millers' National Convention, president of the American Central Insurance Company, president of St. Luke's Hospital, etc.

Mr. Plant was of delicate constitution, but his strength of mind enabled him to do perhaps more

¹ A full account of the organization of the Millers' Exchange is given in connection with the Merchants' Exchange, with which it was afterwards incorporated.



Engraving of Geo. R. Hunt

Geo. R. Hunt.

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TRADE, COMMERCE, AND MANUFACTURES.

work than many stronger men accomplished. In February, 1875, he was seized by a cold that rapidly developed into typhoid pneumonia, and on the morning of February 24th he breathed his last.

His death and funeral were the occasion of such a display of respect and esteem as are accorded to no common man. All the bodies with which he had been connected adopted resolutions expressing their regret at the decease of Mr. Plant in words of the most tender and touching eulogy. The press, not only of St. Louis but of distant cities, joined in paying tribute to one whose name throughout the land was a synonym of business integrity, and who had come to be recognized as one of the representative men of the Southwest. "It was," wrote a friend soon after his death, "his long career in St. Louis as a strict and honorable business man, a successful manufacturer, the establishing of a name national in its reputation, his fidelity in places of trust and honor, his disinterestedness as a citizen, his charity and benevolence, his ready ear to the misfortunes of others, his sound judgment and advice, ever ready for those who sought it, his known conservatism, yet progressiveness of thought and ideas, that gave him the eminence he attained in the community, made his loss so widely felt, and called forth from all sides such widespread testimonials of genuine regard and respect."

In addition to the twenty-four flour mills within the city limits, several of the St. Louis mills have like establishments in Illinois and other tributary points, and the aggregate capital invested in this interest is estimated at thirty-five million dollars. The daily manufacturing capacity exceeds twelve thousand barrels. Only since 1871, however, has the home product ex-

ceeded the receipts from other marts. Flour made from the wheat grown in the Mississippi valley has the keeping or self-preservative quality to such an extent that it is much in request in Southern latitudes, and St. Louis millers export largely to Rio and the West Indies. George Bain, president of the Atlantic Milling Company and of the National Millers' Association, was the pioneer in the export trade. Ten years ago he went to England with a consignment of flour in sacks equal to thirty thousand barrels, and found ready sale for the product. Since then St. Louis has become a distributing-point to the markets of the world, and St. Louis flour has won first premiums at the World's Expositions in Paris, Vienna, and Philadelphia. In 1879 there was exported to European nations and to South America an aggregate of six hundred and nineteen thousand one hundred and three barrels of flour of St. Louis manufacture.

The flour shipments on through bills of lading to foreign countries during 1881 makes this exhibit :

	Barrels.
To England.....	178,879
Scotland.....	64,744
Ireland.....	18,893
Belgium.....	23,728
Wales.....	600
Germany.....	2,906
France.....	4,087
Holland.....	6,184
South America.....	8,416
West Indies.....	383
Other places.....	571
Total.....	309,391

The following table, compiled from the reports of millers to the Merchants' Exchange, exhibits the aggregate amount of flour handled by them during the last nine years :

	1882.	1881.	1880.	1879.	1878.	1877.	1876.	1875.	1874.
Received.....	2,203,424	1,620,996	1,703,874	1,607,236	1,305,336	1,157,932	1,071,434	1,300,381	1,683,898
Manufactured.....	1,850,215	1,718,429	2,077,625	2,142,949	1,916,290	1,517,921	1,441,944	1,484,821	1,573,202
Sold and shipped direct from country mills.....	991,986	261,264	436,165	404,569	412,246	262,475	254,596	304,721	228,789
Total barrels.....	4,845,625	3,600,689	4,217,664	4,154,757	3,633,872	2,938,328	2,767,974	3,089,923	3,485,889

"Previous to 1880," says Secretary George H. Morgan, of the Merchants' Exchange, in his valuable report on the trade and commerce of St. Louis for 1882, "St. Louis manufactured a greater number of barrels of flour than any other city, but owing to the fact that within the past three years several of our largest flouring-mills have been destroyed by fire, our enterprising Northwestern neighbor, Minneapolis, has outstripped us in the manufacture of flour. But with the new mills built in the past two years, and those

now building and planned, St. Louis will soon regain its old pre-eminence as the largest manufacturer of flour in this country. The first section of the Atlantic Roller-Mill, with a capacity of thirteen hundred barrels per day, was completed in December, and further additions will doubtless be made during the coming year. J. B. Kehlor & Co. have commenced the erection of the Grand Pacific Mills, which, when fully completed, will have a daily capacity equal to, if not exceeding, that of any other mill in the world.

Messrs. Teideman & Co. are perfecting plans for the rebuilding of the Iron Mountain Mills, burned in August last. These mills, when completed, will increase the capacity of St. Louis mills to 17,500 barrels per day,—over 5,000,000 barrels per annum. Notwithstanding the fact that our manufacturing capacity has decreased, St. Louis can justly claim to be the largest flour market in the United States. While New York shows receipts of 5,883,709 barrels, it must be borne in mind that in this amount is included all the flour shipped directly from interior cities to Europe and South America, and in which the New York merchant, whether receiver or exporter, has no interest whatever; and while some of our Western competitors show nominally very large receipts, a large proportion of such receipts pay no tribute to the city through which they pass on their way to the seaboard for export or to the New England States for consumption, while of the 4,845,625 barrels handled the past year by St. Louis millers and dealers, there was not one per cent. that did not actually change hands here, being bought and sold in this market.

“The amount of flour manufactured during 1882 was 1,850,215 barrels, an increase over 1881 of 131,786 barrels. The receipts reached 2,003,424 barrels, the largest in the history of the trade. The shipments aggregated 3,305,765 barrels, a greater amount than ever before, of which the equivalent of 623,211 barrels was shipped in sacks direct to foreign ports, 970,462 barrels went to Eastern consumers, and 1,661,481 barrels were taken by the Southern States. In addition to the amount exported from St. Louis, 344,984 barrels were reported by St. Louis dealers from points other than St. Louis, being shipped direct from the country mills to save expense, but all of which was sold in this market.”

FLOUR MANUFACTURED during 1882 by mills outside of the city of St. Louis, but owned by citizens of St. Louis, members of the Merchants' Exchange.

OWNER.	Name of Mill.	Location.	Barrels Flour Manufactured.
E. O. Stanard & Co.....	Alton City.....	Alton, Ill.....	122,277
F. Tiedeman & Co.....	Cape County.....	Jackson, Mo.....	36,412
Fath, Ewald & Co.....	St. Marys.....	St. Marys, Mo.....	37,600
John W. Kaufman.....	President.....	Bethalto, Ill.....	30,605
D. L. Wing & Co.....	Planet.....	Litchfield, Ill.....	195,210
Kehlor Bros.....	Edwardsville.....	Edwardsville, Ill.....	121,684
Crown Mills Company.....	Crown.....	Belleville, Ill.....	59,000
Mannet, Borgess & Co.....	Aviston.....	Aviston, Ill.....	55,595
Mannet, Borgess & Co.....	Cone.....	St. Genevieve, Mo.....	26,715
F. A. Reuss & Co.....	Belleville Star.....	Belleville, Ill.....	44,600
F. A. Reuss & Co.....	Georgetown.....	Georgetown, Ill.....	24,900
Total.....			754,598

1 Burned August, 1882.

The product for 1881 of those mills making a specialty of corn meal, rye flour, grits, hominy, and corn flour should be added to obtain a complete exhibit of the milling interest of St. Louis. It is as follows :

MILLERS.	Name of Mill.	Corn Meal Manufactured, 1881.	Hominy and Grits Manufactured, 1881.	Rye Flour Manufactured, 1881.
Engelke & Feiner.....	Southern.....	214,709	25,923	.....
Wood Maude Milling Company.....	Pearl Hominy.....	245,495	36,098	.....
Hezel Milling Company.....	East St. Louis.....	3,500	.....	.....
Humpert & Co.....	Lowell.....	7,000	.....	.....
Saxony Mill Company.....	Saxony.....	.....	.....	2,691
Lallement Bros.....	Carondelet.....	2,000	.....	.....
Flanagan & Richardson.....	Mississippi Valley.....	430,000	60,000	.....
J. L. Price & Co.....	Tuscan.....	3,000	.....	.....
Camp Spring Mill Company.....	Camp Spring.....	.....	.....	7,500
W. S. Taylor & Co.....	Globe.....	.....	.....	1,200
Total.....		905,704	122,021	12,001

These figures show a steady increase in this particular, averaging over forty per cent. a year. The exports of corn meal in 1881 aggregated 599,016 barrels, and 1228 car-loads of bran and ship stuffs in bulk were shipped, and 560,115 sacks of the same. The growth of the flour trade of St. Louis will be seen in the following table of the receipts and manufacture of flour for thirty-two years and the exports for eighteen years:

Year	Receipts.	Manf.	Exports.	Year	Receipts	Manf.	Exports.
	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>		<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>
1851	184,715	408,099	.....	1867	944,075	765,298	1,450,475
1852	132,050	383,184	.....	1868	805,836	895,154	1,499,337
1853	201,487	455,076	.....	1869	1,210,555	1,068,592	2,172,761
1854	192,945	503,157	.....	1870	1,491,626	1,351,773	1,790,739
1855	226,450	603,353	.....	1871	1,428,408	1,507,915	2,676,525
1856	321,446	678,496	.....	1872	1,259,933	1,494,798	2,247,040
1857	573,664	662,548	.....	1873	1,296,457	1,420,287	2,506,215
1858	687,451	825,651	.....	1874	1,683,898	1,573,202	2,981,760
1859	484,715	663,446	.....	1875	1,800,381	1,484,821	2,480,877
1860	443,196	839,163	.....	1876	1,071,434	1,441,944	2,217,578
1861	484,000	694,110	.....	1877	1,157,932	1,517,921	2,295,657
1862	647,419	906,860	.....	1878	1,305,336	1,916,290	2,670,740
1863	689,242	758,422	.....	1879	1,607,236	2,142,949	3,045,035
1864	815,144	782,560	.....	1880	1,703,874	2,077,625	3,292,803
1865	1,161,038	743,281	1,521,465	1881	1,620,996	1,718,429	2,696,245
1866	1,208,726	818,300	1,700,740	1882	2,003,424	1,850,215	3,305,765

The sources of supply and the direction of shipments of flour during 1881 and 1882 will be seen from the following table :

	RECEIPTS.	
By	1882.	1881.
	<i>Bbls.</i>	<i>Bbls.</i>
Eastern railroads.....	457,034	359,153
Illinois River.....	7,205	9,210
Western railroads.....	585,176	451,106
Missouri River.....	4,095	14,660
Southern railroads.....	645,650	486,505
Lower river boats.....	39,933	34,851
Northern railroads.....	131,918	157,071
Upper river boats.....	79,828	52,137
From local points.....	32,585	56,303
Total.....	2,003,423	1,620,996

SHIPMENTS.

Direction.	1882.	1881.
	<i>Bbls.</i>	<i>Bbls.</i>
Direct to Europe	623,211	.....
To Eastern points by rail.....	961,094	329,896
" " river.....	9,368	817,156
Southern " rail.....	934,968	871,386
" " river.....	726,513	631,038
Western points.....	17,663	312,312
Northern points.....	32,948	366,366
Total.....	3,305,765	2,696,545

Year.	Corn Meal.	Bran and Ship in Sacks.	Stuffs in Bulk.
	<i>Barrels.</i>		<i>Cars.</i>
1873.....	39,278	82,773	.....
1872.....	51,207	103,385	.....
1871.....	38,003	120,183	.....
1870.....	38,225	102,906	.....
1869.....	11,113	85,317	.....

Exports.

Year.	Corn Meal.	Bran and Ship in Sacks.	Stuffs in Bulk.
	<i>Barrels.</i>		<i>Cars.</i>
1881.....	599,016	560,115	1228
1880.....	632,343	602,103	1936
1879.....	393,710	539,443	1185
1878.....	281,712	499,481	1058
1877.....	395,908	680,565	.....
1876.....	383,242	661,458	.....
1875.....	420,399	578,062	.....
1874.....	402,871	558,696	.....
1873.....	358,736	471,447	.....
1872.....	234,938	386,321	.....
1871.....	191,910	457,908	.....
1870.....	171,203	444,450	.....
1869.....	106,667	313,585	.....

RECEIPTS AND SHIPMENTS OF CORN MEAL, BRAN AND SHIP STUFFS FOR THIRTEEN YEARS.

Year.	Corn Meal.	Bran and Ship in Sacks.	Stuffs in Bulk.
	<i>Barrels.</i>		<i>Cars.</i>
1881.....	12,057	143,753	644
1880.....	37,435	123,374	447
1879.....	10,475	118,605	463
1878.....	2,046	148,844	336
1877.....	13,075	220,564	.....
1876.....	17,768	179,990	.....
1875.....	31,706	207,219	.....
1874.....	34,595	194,345	.....

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in 24 Hours.	Manufactured 1882.	Manufactured 1881.	Manufactured 1880.
Atlantic Milling Company.....	Atlantic ¹.....	.....	.....	194,425	286,882
E. O. Stanard & Co.....	Eagle.....	900	158,263	159,196	171,243
Kehlror Brothers.....	Laclede.....	600	133,000	128,000	120,672
Union Steam Mills Company.....	Union Steam.....	600	134,786	123,150	105,640
Camp Spring Mill Company.....	Camp Spring.....	600	118,900	104,259	92,300
John W. Kauffman.....	Park.....	800	150,525	97,951	74,192
Empire Mill Company.....	Empire.....	600	80,439	91,442	130,131
Sessinghaus Brothers.....	Jefferson.....	400	91,100	90,000	88,116
George P. Plant & Co.....	Franklin.....	450	84,980	86,845	90,490
Saxony Mill Company.....	Saxony.....	350	73,717	82,606	81,040
Hezel Milling Company.....	East St. Louis.....	400	84,000	78,000	89,000
George P. Plant & Co.....	Pearl.....	325	63,890	67,030	60,750
Anchor Mill Company.....	Anchor.....	800	196,350	65,000	.....
E. Goddard & Sons Company.....	United States.....	600	70,235	56,140	80,685
F. L. Johnston & Co.....	Cherry Street.....	350	50,900	51,800	78,600
Atlantic Milling Company.....	Phoenix.....	500	142,300	46,750	90,542
F. Tiedeman & Co.....	Iron Mountain ²	500	31,420	45,675	.....
Henry Kalbfleisch & Co.....	St. George.....	200	31,250	34,385	24,150
Victoria Mill Company.....	Victoria.....	500	120,155	33,575	.....
Kehlror Brothers.....	Venice ³.....	.....	.....	43,000	38,420
W. S. Taylor & Co.....	Globe.....	150	5,000	20,000	16,980
Lallement Brothers.....	Carondelet.....	150	17,800	18,000	18,000
J. L. Price & Co.....	Tuscan.....	125	3,000	600	3,000
Kehlror Milling Company.....	Kehlror ⁴	800	8,205	.....	.....
Mills out of existence now.....	.....	.....	.....	.....	336,792
Total, 24 Mills.	24 Mills.	10,700	1,850,215	1,718,429	2,077,625

¹ Burned Aug. 12, 1881; rebuilt December, 1882.

² Burned Aug. 24, 1882.

³ Burned February, 1882.

⁴ Completed November, 1882.

Bread, Crackers, etc.—"At the time of the transfer of the province of Louisiana to the United States," says Edwards ("Great West," p. 288), "there was but one baker in the town, by the name of Le Clerc, who baked for the garrison, and who lived on Main Street, between what is now known as Elm and Walnut." Dec. 5, 1812, Toussaint Benoit had a baker-shop on North Church Street, in Block 64. On the 11th of November, 1815, Christian Smith informed

"the citizens of St. Louis, and those who attend the St. Louis market, that he has opened a bake-shop in Decatur Street, opposite Edward Hempstead's office, where household breads, cakes, biscuits, crackers, etc., will always be ready for customers. Tomorrow evening the first batch will be drawn, and the citizens are invited to send and make trial. For the accommodation of his friends of the north end of St. Louis, he will keep bread for sale at the house of Mr. Wallace, the place lately occupied by Mr. Jourdan Labrose."

April 20, 1816, the *Missouri Gazette* published the following ordinance:

"AN ORDINANCE to establish the tariff and regulate the inspection of bread for the town of St. Louis.

"Be it ordained by the board of trustees of the aforesaid town, that hereafter no loaf of bread shall be vended in said town at a price greater than twelve and one-half cents, and in order to fix the weight of said loaf of bread, the bakers of bread shall hereafter be regulated by the following tariff:

Price of the 100 cwt.	Weight of the Loaf, of Flour, No. of Ounces.	Price of the 100 cwt.	Weight of the Loaf, of Flour, No. of Ounces.
\$2.00.....	76	\$5.50.....	28
2.50.....	61	6.00.....	25
3.00.....	51	6.50.....	24
3.50.....	41	7.00.....	23
4.00.....	36	7.50.....	22
4.50.....	34	8.05.....	21
5.00.....	30		

"Provided, however, That if the prices of flour should be different from the prices fixed in the above tariff, the weight of the loaf shall be regulated accordingly."

June 20, 1816, Abijah Hull & Co., bakers, were located on South Main Street, in block No. 6.

According to the census of 1880, the number of firms engaged in the bread and cracker business was 195, but in 1881 the number was estimated at 215, with a total business of \$2,000,000; hands employed, 500; wages paid, \$350,000.

One of the largest houses in the cracker trade is the Dozier-Weyl Cracker Company, of which the founder was Capt. James Dozier. Capt. Dozier was born in Nash County, N. C., Jan. 7, 1806, the son of Thomas Dozier, and descended from an old and well-known Virginia family. Of Capt. Dozier's boyhood little is recorded, but that he was of a stirring and adventurous spirit may be inferred from the fact that when but eighteen years old he migrated to the West, his only attendant being Peter, a negro boy, whom his father had given him. The journey, which was undertaken by land, was a toilsome one, there being no railroads then, and only a few primitive steamboats. He settled near Paris, Tenn., where, after a short season spent in farming, he commenced the mercantile business in a small way, and followed this pursuit several years with excellent success, having gained the confidence of all with whom he came in contact.

In 1826, Mr. Dozier married Miss Mary A. Dudgeon, the daughter of John Dudgeon, originally of Virginia, but later of near Lexington, Ky., where most of his family were born. In 1828, accompanied by his father-in-law and family and two other families of that neighborhood, he emigrated to Missouri, settling in the upper part of St. Louis County, near the Virginia settlement of the Tylers and Colemans, families whose descendants are among the leading people of that locality. Here Capt. Dozier and Mr. Dudgeon, his father-in-law, leased the old McAllister

tan-yard, and operated it with success for some years, when Capt. Dozier retired and resumed the mercantile business. He continued in this employment for a few years, and finally removed to the north side of the Missouri River, into St. Charles County, where he lived for many years. Here he laid the foundation of his subsequent fortune, conducting a flourishing business as a merchant and farmer, and became one of the leading men of that region. By frugality and industry he accumulated a large estate, consisting of lands, stock, etc., and in doing so was greatly aided by the most estimable of wives, of whom it was justly said that "she was a bee that brought a great deal of honey to that hive."

In 1844, Mr. Dozier engaged in the steamboat business, and owned and operated successively the "Warsaw," "Lake of the Woods," "St. Louis Oak," "Cora," "Mary Blane," and "Elvira" (a boat of much reputation in her day, and named for his second daughter). Later he or his sons owned the "Rowena," "Thomas E. Tutt," "Mollie Dozier," etc. There are doubtless many old steamboatmen yet living in whom the mention of the names of these vessels will awaken the most interesting recollections. Those were the palmy days of steamboating on the Missouri River, and the vessels owned by Capt. Dozier made his name widely known along that stream and its tributaries, and everywhere respected as the synonym of all that was honest and straightforward. He was a contemporary and acquaintance of Capts. Roe, Throckmorton, La Barge, Eaton, Kaiser, and others, most of whom he survived.

In 1854, Capt. Dozier retired from the river to his country home, where he built a fine residence near the river-bank. A more beautiful place or a better improved farm, or rather set of farms, could, perhaps, not have been found on the Missouri River than that of Capt. Dozier, at "Dozier's Landing." His house was ever open to his friends and neighbors, and for the twenty years he lived in St. Charles County was seldom without some visitors. His charities to the poor and orphans were of the most generous character, and his house at times was the home of many unfortunates. In his numerous benefactions he was wholly free from ostentation, and the world never knew of most of his deeds of benevolence. Capt. Dozier was an owner of slaves, but a kind and thoughtful master.

Immediately after the war he removed to St. Louis, and in 1867 formed a partnership with the long-established and well-known baker, Joseph Garneau, in the bakery business. In 1872 this firm was dissolved, and Capt. Dozier then founded the present large baking establishment of the Dozier-Weyl Cracker Company,



Jas. Dozier

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than which perhaps no manufacturing establishment in America is better known, it being probably the largest cracker-factory in the world.

Capt. Dozier died July 15, 1878, after but a few hours' illness. For more than twenty years he had been a consistent member of the Methodist Episcopal Church South, and enjoyed the confidence and respect of the members of that communion, by whom his counsels were prized and his example is held in affectionate remembrance. As a citizen, he stood very high, yet his real worth was appreciated only by those who knew him intimately, for his nature was reserved, and while his friends embraced all with whom he was ever brought into business or social relations, comparatively few were privileged to thoroughly know and comprehend his character. As a business man, though reticent, he was quick to decide and equally quick to act, and his judgment was clear and seldom at fault. Consequently he left to his family a good heritage, the accumulation of a lifetime of economy and upright dealing, but he bequeathed also what they prize far more, the life record of a good citizen, a loving husband, and a wise and tender father.

Groceries.—In early times the grocery trade was included under the general designation of "dry-goods," but as far back as May 2, 1812, we find J. F. Laveille advertising a new store, his stock consisting of groceries, queensware, and other goods. In 1853 the importations of groceries embraced 50,774 hogsheads, 13,993 barrels, and 40,257 boxes and bags of sugar, 53,554 barrels and hogsheads of molasses, 868 barrels of syrup, and 104,467 bags of coffee. This was largely in advance of the previous year's imports, given as follows: Sugars, 35,283 hogsheads, 27,672 barrels and boxes, 31,745 bags; coffee, 96,240 sacks; molasses, 54,933 barrels and hogsheads.

In 1855 there were fifty-six houses engaged in the wholesale grocery trade, with annual sales amounting to \$22,783,505. Under the classification of groceries, dry-goods, boots and shoes there were five firms engaged, their annual sales aggregating \$710,675.

The total number of wholesale grocery firms in St. Louis in 1881 was fifty-two; wholesale and retail groceries, nine; dealers in fancy groceries, three,—making a total of sixty-four firms in the wholesale grocery business. The sales (exclusive of sugar, coffee, rice, etc.) are estimated at thirty millions of dollars per annum. During the same year (1881) there were one thousand and twenty-five retail groceries in St. Louis.

One of the largest grocery firms in the country, and

probably in the world, the Greeley-Burnham Grocer Company, is located in St. Louis. Its founder was Carlos S. Greeley (a sketch of whose active and beneficent career is printed elsewhere in this work in the history of the operations of the Western Sanitary Commission), who in 1838 established a wholesale grocery-house in St. Louis, the firm being composed at first of Messrs. Greeley & Sanborn, and afterwards of Greeley & Gale. Business was commenced on the Levee on a very moderate scale, and one of the peculiarities of its management was that, contrary to the usual practice of the time and place, the firm sold no liquor. The enterprise prospered, and the partnership of Greeley & Gale continued in successful operation until 1858, in which year C. B. Burnham was admitted to partnership, and the house took the name of C. B. Burnham & Co.

Daniel B. Gale, who was associated with Mr. Greeley in the establishment of the original firm, was born in Salisbury, N. H., March 30, 1816. When he was but six years old his father, a prosperous farmer, died, but his mother, a woman of rare qualities of mind and heart, cheerfully assumed the added responsibilities, and, watching over his childhood and youth with unceasing love, laid the foundations of a singularly fine and noble character. The lad worked on the farm until he was about fourteen years of age, and his early education was mostly received from the common country school, taught six months in the year; but he afterwards enjoyed for a time the advantages of the academy in his native town, and then, with the intention of becoming a lawyer, entered Meriden Academy, in Plainfield, N. H., to prepare for college. Like many another New England student, he taught a country school during the winter, and at the same time prosecuted his studies; but a change having come over his mind as to his life-work, he abandoned the idea of entering the legal profession, and became a clerk in the store of Samuel C. Bartlett, a prominent and wealthy merchant of Salisbury.

A friend who knew him well at that period writes, "He was rather impulsive, very affectionate in his nature, and more delicate in his constitution than his brothers, and on that account was perhaps rather more the favorite of his mother. He was always, even in boyhood, perfectly correct in his deportment, was reliable in all that he said or did, and was never guilty of any of those boyish tricks and vices so common with young men, and by some considered almost necessary follies of youth. There was a small public library in Salisbury, from which he procured books, and he early acquired the habit of filling up his leisure time in reading. This habit con-

tinued ever after, and made him a man of great general information."

Very soon after becoming of age, at the earnest solicitation of his brother, a lawyer in Peoria, Ill., who was anxious for him to settle at that point, he determined to try his fortune in the West, and having some money from his father's estate at his disposal, he purchased a stock of goods in Boston, shipped them by way of New Orleans to Peoria, and proceeded without delay *via* Pittsburgh to that town, where he intended to reside. But having chanced, in March, 1838, to meet at Peoria a native of his birthplace, Carlos S. Greeley, who was establishing himself in St. Louis, and who urged upon his young townsman the superior advantages which St. Louis as a business centre offered to a stirring young man, he visited St. Louis, where he found Mr. Greeley just opening business, and suggested the formation of a partnership, offering to put into the capital of the firm the two thousand dollars' worth of goods then on the way up the river. Mr. Greeley accepted the proposition, and the two, who were destined to be from this moment lifelong friends and associates, repaired to a room in the National Hotel, corner of Third and Market Streets, and there arranged the basis of partnership and the general principles on which the business should be conducted.

A noteworthy feature of their agreement was that it was wholly verbal. When one proposed to reduce it to writing, the other remarked that were it put on paper it would be no more binding, for if people would not keep a verbal contract, they would surely find some way to break a written one. And so, on the 28th of March, 1838, the firm of Greeley & Gale was organized, without any written articles of copartnership, and during the thirty-six years in which the principals were associated they never found it necessary to draw up any such articles, nor to commit to writing any agreement, either with each other or with those who were subsequently admitted to the firm.

The rapid rise and development of the firm has already been related. Of his associate in the years of toil that first ensued and of honorable and well-earned success that followed Mr. Greeley says, "Mr. Gale was a good, honest, working man, always ready to do his share of hard work,—and there was plenty of it for many long years. A more conscientious or correct man I never had the pleasure of knowing. I never knew him to fail in any capacity. He was in every respect a good man, a thorough Christian."

Mr. Gale was pre-eminently a man of business, and attended strictly to details. He did not allow his time or capital to be squandered in outside invest-

ments and speculations, which allure from their legitimate callings so many merchants only to result in financial disaster, but to all public enterprises which promised good to St. Louis he gave hearty and material support. For many years he was a director in several of the banks, and was a liberal subscriber to the stock of the Kansas and Pacific Railroad. In company with Messrs. Greeley, John D. Perry, Joseph O'Neil, and others, he rendered to that great enterprise important financial aid at a most critical period of its history. For several years, too, he was the faithful and incorruptible representative of the Seventh Ward in the City Council,—a service prompted not by love of applause or personal gain, for such motives were entirely foreign to his quiet and unselfish nature, but by a serious conviction of the duty he owed his fellow-citizens, whom he served in a strong and upright way, without compromise of their rights or loss of his own self-respect. Thus, though diligent in business, he found time and means to render substantial aid to the city of his residence and love, and his honorable, successful, and praiseworthy career as a merchant and citizen was truthfully eulogized on the occasion of his death by the Union Merchants' Exchange, of which he was a member, in these words: "A gentleman of universally modest deportment, yet widely known and beloved on account of the remarkable purity and benevolence of his character; a merchant of sterling integrity, about whose name the most pleasant memories will forever cluster."

Mr. Gale was a thoroughly benevolent man, and for years he was an efficient worker in that noble charity the Provident Association. He was also trustee and counselor in various charitable organizations, to the prosperity and usefulness of which his best energies were consecrated. He ever kept his heart fresh and warm by personal intercourse with the poor, listening patiently to tales of sorrow and want, and alleviating human suffering and wretchedness with all the means at his command. He gave freely to the cause of education, especially to the training of young men for the Christian ministry, and at his death, which occurred on the 23d of September, 1874, he left, among other liberal benefactions, a bequest of five thousand dollars to Shurtleff College, Upper Alton, Ill., and an equal sum to the Girls' Industrial Home in St. Louis. His modest nature shrank from publicity, and he literally did not let "his left hand know what his right hand" did.

On March 15, 1850, Mr. Gale was baptized by Rev. J. B. Jeter, D.D., into the fellowship of the Second Baptist Church of St. Louis. During those



J. B. Gale

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1850

Josiah Alkire

times which tried men's souls, when the church, like every other institution of society, was passing through the shock of civil war, he accepted the responsible office of treasurer, and discharged its duties with fidelity and skill. The records of the church show that from four hundred dollars to two thousand four hundred dollars of his private funds were annually employed to preserve the credit of the church. Few men could have done this in the delicate and quiet way in which all now know that he did it. Until he was stricken down by ill health his service in the church was characterized by the most considerate wisdom and great generosity. He was one of the principal advocates of moving the location of the church edifice from Sixth and Locust to Locust and Beaumont Streets, and one of the largest contributors to the building fund of the present beautiful structure. Even after sickness prevented active participation in church work, he still rendered important aid to the church by his judicious counsels and liberal gifts.

On the 3d of February, 1842, Mr. Gale was married to Miss Caroline E. Pettengill, a native of his birthplace, and an acquaintance of his youth and early manhood. From this union were born five children,—Charles, Theodore F., Ella R., Arthur H., and George. Charles and George died in early childhood, and Theodore F. at the age of twenty-one. Ella R. is the wife of Charles W. Barstow, of St. Louis.

Into his home Mr. Gale brought his best thoughts and most sacred affections. Here, as nowhere else, were manifested the purity and sweetness of his gentle and affectionate disposition, the fragrance of which still lingers in the hearts of those who knew him best and loved him most. The memorial organ placed by his wife in the choir gallery of the Second Baptist Church of St. Louis was a just tribute to his life and character, and a fitting expression of the affection in which his memory is held.

The firm of C. B. Burnham & Co. continued as such until 1876, when the title was changed to Greeley, Burnham & Co. In 1879 the firm was incorporated as the Greeley-Burnham Grocer Company, with C. S. Greeley, president; C. B. Burnham, vice-president; Dwight Tredway, secretary; C. B. Greeley, treasurer, and A. H. Gale, assistant secretary. These gentlemen still constitute the board of officers. The house has passed through many crises in the commercial affairs of the country, but its career has been one of great and uniform prosperity. It now occupies a large, convenient, and finely-equipped building at the corner of Christy Avenue and Second Street, and

transacts an immense business, with ramifications covering a wide extent of territory.

Another leading grocery firm is that of Alkire & Co. Josiah Alkire, the senior member, has been identified with the business for thirty years, having founded the house in 1852. Associated with him as members of the present firm are Frederick H. Beimes and William D. Scott. Mr. Alkire was born at Williamsport, Ohio, in 1818. The early years of his life were spent in farming in that State and in Illinois, whither he removed with his father's family in 1840. In 1852 he arrived in St. Louis and engaged in the grocery business, in which he has continued without interruption ever since. He began in a moderate way, but the business grew rapidly, and the house now occupies five floors, 160 by 70 feet each, of the building embracing Nos. 514, 516, 518, and 520 North Second Street, St. Louis. The firm stands well in commercial circles, and its career has been one of uniform and constantly increasing success.

Mr. Alkire is a modest and unassuming business man, and his prosperity is due to prudent and careful management. His judgment is clear and accurate, and he can probably point to as good an average success as any of his contemporaries. In business matters he is watchful without being parsimonious, for he believes that, frequently, liberal expenditures bring the most liberal results. Perhaps his most distinguishing characteristic is the thoroughness with which he applies himself to every detail of his business. Personally, he is easily approached, and to his employés is kind-hearted and considerate to a remarkable degree. Such a nature readily responds to the appeals of the distressed, and Mr. Alkire is liberal almost to a fault.

In 1864, Mr. Alkire was married to Lydia Tomlin. They have two sons living,—Francis Alkire, born Dec. 27, 1865, and George Alkire, born April 28, 1871. His tastes are domestic, and he has ample means to gratify them at his beautiful home on the West End Narrow-Gauge Railroad.

Among the men with whom Mr. Alkire has been closely connected in business was the late C. P. Shepard. He regards the partnership with Mr. Shepard as having been a most advantageous one for the house, and personally a most delightful one to himself, and he takes a sad pleasure now in paying this loving tribute to a good man's memory.

The firm of Brookmire & Ranken has long occupied a prominent position in the wholesale grocery trade of St. Louis. James H. Brookmire, the founder of the house, was born Jan. 8, 1837, in Hestonville, then one of the suburbs of Philadelphia, but now a portion of that city. He is of Irish lineage, the son

of a mechanic, from whom he inherited sturdy common sense and valuable mechanical gifts. The family were in moderate circumstances, and he enjoyed only the ordinary country school privileges of that period. His boyhood was passed uneventfully, and at the age of seventeen he found employment in a retail grocery in Philadelphia, an engagement which lasted about one year.

In February, 1855, he removed to St. Louis and took a position as shipping clerk in the wholesale grocery establishment of his uncles, S. & J. Hamill, then doing business on the Levee. The house was a leading one in its line of trade, and the engagement was an extremely beneficial one to young Brookmire. He served the establishment so faithfully that after successive promotions the young man, who landed in St. Louis with no capital but an indomitable will and faith in himself, was admitted in five years to an active partnership in the house, which then (in 1860) took the name of Joseph Hamill & Co. In 1868 the senior partner, Mr. Hamill, retired, and the firm-name then became Brookmire & Ranken, under which title it has continued to flourish until the present day. Of the career of this firm and of its present standing it is only necessary to remark that it is not only a leading house in its particular line, but may fairly be regarded as representative of the general trade of St. Louis in its stability and its capacity for expansion. The scene of its operations has been at the great distributing point for the mighty Mississippi valley, inviting operations on a large scale, and not only involving the use of large capital, but imperatively demanding the employment of decision, judgment, and nerve. The house has also had to pass through many stormy seasons of trade, when success depended upon close and accurate observation and clear and speedy judgment; but its uninterrupted progress through wars and panics and its present prosperity may be taken as conclusive evidence that its managers (at whose head has stood Mr. Brookmire for nearly fifteen years) possessed those necessary qualities in a marked degree.

The secrets of Mr. Brookmire's success have been thoroughness and system. Such were the qualities which led to his remarkably speedy promotion to a partnership, and they have proved to be the foundation stones of his subsequent fortune. Upon assuming the obligations of a partner, he aspired to be a leader among men of his particular line of business, not only in those routine matters which every grocer is supposed to master, but in those particulars which perhaps a majority neglect. In such matters as the chemistry of his trade, for instance, he is especially

well informed, and his knowledge has greatly contributed to the judicious and successful management of the firm's large business. His mechanical tastes are strong, and he figures as the inventor of several patents of special ingenuity and in general use among the trade, by whom Mr. Brookmire's inventive genius is properly appreciated.

Mr. Brookmire has often been solicited to serve the public in various official capacities, but has always declined, having no taste for the excitements of such a life, although deeply appreciating the honor his fellow-citizens sought to pay him. He is, however, a close observer of public affairs, and his influence as a citizen has ever been exerted on the side of economy and honesty in the management of the city, State, and national governments.

Outside of his own business, Mr. Brookmire has not cared greatly to interest himself; his reputation (by which he hopes hereafter to be best remembered) is that of one of the most successful grocers of St. Louis. Nevertheless his name is associated with some enterprises of considerable importance. He is also a valued member of several boards and societies, including the popular St. Louis Legion of Honor; and the possession of considerable real estate in various parts of the city still further identifies him with St. Louis. Without a particle of pretense or affectation, he is one of the best representatives of the self-contained and aggressive class of business men who have made St. Louis known and respected throughout the great Mississippi valley.

In January, 1867, Mr. Brookmire married Miss Anna Forbes, daughter of Dr. Isaiah Forbes, an old and well-known citizen.

One of the important branches of the grocery business is the sugar trade. In 1881 the receipts were 58,535 hogsheads, 128,393 barrels, 320 boxes, and 15,108 sacks. The receipts of coffee during 1881 amounted to 243,239 sacks, and the annual value of this trade is set down at over \$500,000. The pre-eminence of St. Louis as the largest interior coffee market in the world is still maintained. Her shipments of coffee are about twenty-five per cent. greater than those of Chicago, Cincinnati, or New Orleans. The receipts of butter during 1881 aggregated 8,247,401 pounds, and the receipts of cheese to 109,272 boxes, the total value of the trade being estimated at \$1,500,000. Several firms are engaged in the direct importation of tea, their business aggregating over \$500,000. The trade of St. Louis in oysters and fish is estimated at about the same amount, and the trade in fruits and nuts aggregated in 1881 the sum of \$800,000.



Jas H Brookmire

The trade in molasses, coffee, rice, and tea is shown in the following tables :

RECEIPTS AND EXPORTS OF MOLASSES, COFFEE, AND RICE FOR EIGHTEEN YEARS.

YEARS.	MOLASSES.						COFFEE.		RICE.	
	Receipts.			Exports.			Receipts.	Exports.	Receipts.	Exports.
	<i>Bbls.</i>	<i>Kegs.</i>	<i>Hhds.</i>	<i>Bbls.</i>	<i>Kegs.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Sks. & Bbls.</i>	<i>Pkgs.</i>	
1882	57,608	68,833	.....	74,060	117,573	255,880	254,842	49,305	48,797
1881	52,750	83,419	7	67,655	125,747	245,239	233,616	48,661	50,281	
1880	26,243	14,555	77	40,707	37,299	303,649	277,184	39,399	34,608	
1879	21,234	3,562	.....	30,035	36,342	267,533	207,938	34,213	28,154
1878	16,426	528	12	32,990	39,240	201,080	196,950	25,600	20,467	
1877	13,285	1,894	25	26,524	27,755	197,099	180,696	22,386	26,563	
1876	13,270	2,870	390	26,202	37,682	191,543	179,025	20,379	24,665	
1875	19,679	13,568	2,495	40,393	65,207	166,914	202,192	17,991	24,465	
1874	24,726	15,472	1,489	36,136	37,151	153,919	179,548	18,115	24,553	
1873	15,962	6,548	1,111	22,269	20,472	142,863	142,778	10,997	12,019	
1872	12,263	9,463	.....	24,209	18,528	135,792	141,970	7,649	10,764
1871	17,449	5,238	.....	42,758	31,204	169,058	159,730	6,620	15,148
1870	14,166	5,221	.....	27,891	21,361	113,950	112,621	6,448	10,971
1869	27,465	5,053	.....	25,857	20,365	135,491	107,853	9,593	10,804
1868	16,568	4,189	.....	19,862	17,596	92,669	91,615	9,020	9,781
1867	8,802	996	.....	14,789	14,763	98,617	80,344	6,069	7,560
1866	6,616	761	.....	12,072	11,132	90,367	65,985	3,977	5,344
1865	10,589	1,461	.....	10,444	11,095	60,106	56,963	2,035	.....

RECEIPTS OF TEA.

Year.	Pkgs.	Year.	Pkgs.
1882	35,641	1878	37,702
1881	35,518	1877	65,189
1880	34,908	1876	26,008
1879	52,799		

The importation of sugar at St. Louis from 1865 to 1882 is presented in the following table, as well as the shipments to the interior :

RECEIPTS AND EXPORTS OF SUGAR FOR EIGHTEEN YEARS.

Year.	Receipts.				Exports.		
	<i>Hhds.</i>	<i>Bbls.</i>	<i>Boxes.</i>	<i>Bags.</i>	<i>Hhds.</i>	<i>Bbls.</i>	<i>Bags.</i>
1882	42,867	179,900	102	84,672	1,921	319,034	19,581
1881	58,535	128,393	320	15,108	2,853	294,796	12,171
1880	68,182	126,061	225	779	4,150	331,014	19,426
1879	65,235	89,993	1,224	595	6,615	256,544	33,068
1878	65,004	75,028	7,735	20,792	4,059	250,240	48,013
1877	51,049	66,103	30,494	6,400	5,816	238,000	46,901
1876	49,415	54,311	60,985	12,908	7,691	236,276	53,755
1875	36,389	51,680	40,690	8,031	7,424	252,770	41,458
1874	36,647	56,068	80,836	39,774	6,292	223,641	21,144
1873	33,532	35,314	50,656	19,735	3,566	152,198	25,168
1872	30,024	36,275	60,762	5,057	7,006	150,175	18,797
1871	35,532	31,353	38,050	47	9,390	136,075	10,053
1870	23,289	10,597	56,255	114	5,160	98,243	10,870
1869	23,742	24,529	61,041	409	4,648	96,910	21,125
1868	16,628	15,973	44,196	516	3,374	80,268	22,735
1867	19,730	19,819	29,924	2,142	2,855	67,670	24,849
1866	14,686	12,119	43,607	1,649	1,985	57,548	17,960
1865	17,889	8,189	29,410	.....	1,852	53,069	.....

David Nicholson, one of the representative men in the grocery trade of St. Louis, was born in the village of Fowls Wester, in the county of Perth, Scotland, on Dec. 9, 1814. His parents were in only moderate circumstances, and he was reared in the sharp and rigorous school of comparative poverty. He received in early youth such education as the Scottish rural schools then afforded, but being fond of books and of ready intellect and more than ordinary aptness, he was a promising scholar. His parents

were of the most rigid integrity, and instilled early into his mind and being the principles of the strictest uprightness and honesty.

After his school-days his first employment was the toilsome service of a grocer's apprentice in the city of Glasgow. An apprenticeship in Scotland in those days meant thorough instruction in all the details of the trade to be learned, and when young Nicholson had served his time he had an all but perfect knowledge of the business as then conducted. Afterwards he went to the town of Oban, in the West Highlands of Scotland, and there entered the service of a merchant who had been attracted by his activity and energy thus early developed in the store at Glasgow.

While yet in his eighteenth year he came to America, landing at Montreal, and afterwards proceeded to Ottawa, but finding no employment in the business to which he had been disciplined and educated, he engaged as tutor to the children of the postmaster, where he remained until learning that his employer had withheld his letters, apparently for fear of losing his services as a teacher, he gave up his position. He then learned the trade of a carpenter, and worked as such at Hamilton and other Canadian towns, also at Erie, Pa., and Chicago, and in 1838 removed to St. Louis, where he continued to follow that occupation. Physically strong and mentally quick, he was noted above many of his fellow-craftsmen for rapid and superior workmanship. Some of the finest ornamental woodwork in St. Xavier's Church, St. Louis, was done by him, and he often referred to it with pride in later years.

In 1843 he relinquished the trade of a carpenter to

embark in the grocery business, and formed a partnership with William Strachan, who was at that time a wine merchant of St. Louis. The title of the firm was Strachan & Nicholson. Mr. Strachan became surety for the obligations incurred in establishing the business, but no cash capital was invested. Mr. Nicholson was the sole manager and director of the new interest thus created, which was originally established at Fourth and Market Streets. His thorough business training now asserted itself, and under his direction the business prospered and soon attained large proportions. After a number of removals in the passing years, necessitated by the steady growth of its trade, the house finally in 1870 settled in the present commodious building, Nos. 13 and 15 North Sixth Street, between Market and Chestnut Streets, a structure erected by Mr. Nicholson himself to meet the modern requirements of a continually increasing business. The house contains five floors, each fifty by one hundred and thirty-five feet, and at the present time employs a force of fifty assistants.

Mr. Nicholson's remarkable success as a merchant may be attributed to his unremitting diligence, and the conducting of all his business transactions, small and large, on the basis of strictly honorable principles, to his promptness in payments, and the handling of only the best goods. In all his thirty-seven years of commercial life no one having a just claim was ever turned away from his counting-house without receiving his due, and the name of David Nicholson was never commercially dishonored at home or abroad.

He had great contempt for the "sharp practices" common in the trade, and despised those who were guilty of them. He was original in his business methods, having little respect for the stereotyped ways of others, and did not follow them.

The establishment always occupied its own distinct position in the grocery system of St. Louis. It was, however, thoroughly progressive and aggressive; its growth was co-extensive with that of the city, and it ultimately came to be recognized throughout the country as a leading house. It was also well known abroad, for Mr. Nicholson was the first, and also the largest, importer of foreign groceries in this market, at times chartering vessels and loading them with cargoes solely for his own account, and dealt directly with the merchants and producers of almost every foreign clime. He did more than any other man in the St. Louis trade to educate the community to the importance of purchasing superior goods, and to induce the consumption of commodities hitherto unknown in this market.

From the time of his coming to St. Louis, Mr. Nicholson took a very active and practical interest in the development and growth of the city, and gradually, as his means permitted, became a large real estate owner, and left many enduring tokens of his enterprise scattered throughout the city. He erected the beautiful "Temple Building," at Fifth and Walnut Streets, and had he built nothing more this handsome structure would have been a convincing evidence of his superior taste and spirit. But few men in St. Louis ever built more largely or after a better style than he did. A man of commerce by education and practice, he was nevertheless a mechanic by nature. As a lifelong friend happily remarked, "the spirit of a builder lived in him," and the bent of his genius took form in many stately edifices. One of his most tasteful improvements was "Nicholson Place," laid out and adorned by him, and which he stipulated should be occupied only by dwellings of "elegant design and substantial character."

During the civil war David Nicholson was a staunch and unswerving Unionist, an outspoken adherent of the loyal cause, and prominent in the counsels of its friends. Through the darkest days of civil strife, from 1861 to 1865, he never doubted the final triumph of the lawfully constituted powers, that of the government of the United States. In a career noted for its activity and industry his charities were many, —his ever-open hand responded munificently to the generous impulses of his noble heart.

Mr. Nicholson possessed many traits which entitled him to be classed among the most remarkable business men of his time. He intensely loved his business, and his energy in the prosecution of it was almost unexampled. To this were added unswerving rectitude, intense hatred of dishonesty and dissimulation of every type, and an outspoken condemnation of wrong. There was also another side to his character less publicly known. In his nature, tender as that of woman, there was an element of poetry that always belongs to men of fervent feeling. Possessing a fine mind and an intimate knowledge of Bible history and teachings, and having read much historical and current literature of the highest order, he enjoyed the companionship of large and elevating thoughts, and in moments of relaxation was a most entertaining companion. In certain issues which at times sprang up, regarding his business, he was led into various newspaper controversies, and proved himself a racy master of the pen. In his early days he wrote numerous compositions in verse that were of a high order of merit, and during the civil war wrote several patriotic odes that were characterized by unusual poetic inspi-



David Nicholson

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ration and fervor. His love for the home of his boyhood and his native land, which he often visited, grew as his years were multiplied, and he never ceased to give evidence of his deep affection and warm friendship for his schoolmates and the companions of his early years. The scenes and surroundings of his youth, beautiful in nature and luxuriant in their adornment, were precious to him, and the thatched-roofed cottages of his birthplace were ever dear to his heart. A striking evidence of the tenderness of his nature was shown in the fact that, having learned that the roof of the cottage in which he was born needed rethatching, he promptly forwarded the money

while the community sorrowed over the loss of an upright and honored citizen.

BELCHERS SUGAR REFINING COMPANY.—One of the most prominent features of the manufacturing and mercantile interests of St. Louis is the Belcher Sugar Refinery. The business of which it is the outgrowth was established in 1840 by William H. Belcher and Samuel McLean, and in August of that year the firm of McLean & Belcher invited the attention of the trade to the fact that they “had on hand a stock of refined sugars and sugar-house molasses,—a pure article.” The refinery was originally located on Cedar Street, between Main and Second Streets.



THE BELCHER SUGAR REFINERY,
Southeast corner Main and Ashley Streets.

to have it done, and cared for its proper preservation ever afterwards.

He was frank and bluff in his manner, and courted no man's favor, but was also an humble, sincere, and faithful Christian, and the teachings of his pious home in Scotland inspired the activities of a long and honorable career. He was early schooled in the tenets of Presbyterianism, and for nearly forty years was an efficient, esteemed, and highly-respected member of the Second Church of St. Louis. He died on the 26th day of November, 1880, after a short illness, surrounded by his family, who mourned the departure of an affectionate, kind, and noble-hearted husband and father,

After it had been in operation a comparatively short time, Gay, Glasgow & Co., then importing island sugar, purchased Belcher's interest, and finally McLean's interest also. For nearly a year Edward J. Gay, one of the partners of the firm, gave his personal attention to the management of the refinery, and in 1843, William H. Belcher returned to St. Louis, and purchased from Gay, Glasgow & Co. the works in the old building, on which they held a lease. He gave his closest personal attention to the business, although it was then very small; secured the services of practical refiners, and was gradually gathering confidence, strength, and ability, when the “high water” of 1844

drowned out his establishment and caused him considerable loss.

In 1845 a site was purchased on the block between Main and Lewis and Bates and O'Fallon Streets, and the erection of new buildings was commenced. Although the building put up was of considerable extent, it was only the nucleus of the numerous buildings which afterwards constituted the immense establishment of the refining company. From this time the business, controlled by William H. Belcher and his brother Charles Belcher, received a new impetus and steadily increased in magnitude. Additional ground was purchased and new buildings were put up from year to year as the enlargement of operations rendered it necessary. For ten years the career of the establishment was steadily successful, and its operations rapidly assumed most important proportions. During the years 1854 and 1855 some rather extensive operations in Cuba resulted disastrously and heavy losses were incurred, and early in 1855 the business was transferred to a corporation now known as the Belchers' Sugar Refining Company, which was composed of the creditors of Belcher & Brother, the capital stock being fixed at one million dollars. The original incorporators were William H. Belcher, Rufus J. Lackland, George D. Humphreys, Charles W. Horn, Edward Walsh, Derick A. January, William M. Morrison, Edward Wyman, Joseph C. Cabot, Constance J. Peifers, Edward Y. Ware, and Charles Belcher. The charter, which was approved Jan. 25, 1855, fixes the capital stock at the amount above named, and authorizes its being increased to one million five hundred thousand dollars whenever the stockholders shall by vote so direct. Thus organized, and with energetic and experienced men at the head of affairs, the operations of the refinery were prosecuted successfully. In the general financial crash of 1857 the business suffered severely, there being a sudden drop in sugars of from four to five cents a pound. A loss of from four hundred thousand to five hundred thousand dollars was incurred, but the business went on without interruption. William H. Belcher remained at the head of the business until the close of 1859, when he removed to Chicago, where he died in 1866. He was succeeded by Charles Belcher, the junior partner of Belcher & Brother. Having weathered the storm of 1857, the career of the company since has been one of steady progress, and it has now reached a position of commercial influence national in point of view.

The premises occupied by the company consist of a number of buildings, covering nearly four of the squares in that part of the city, embracing the main structure of the refinery proper, bonded warehouses,

cooperage-shops, bone-black houses, and various other buildings occupied by other departments.

"The sugar refinery proper," says a description of the establishment written in 1868, "where the different processes of refining are carried on, has a front on Lewis Street, between Bates and O'Fallon Streets, of two hundred and forty feet, with a depth of one hundred and twenty-five feet, and is six stories in height. The first part of this building was erected in 1845, but it has been added to constantly until it reached its present proportions. It is built with great solidity, as a great weight has to be supported in the stories. The processes of refining require that the building in which they are carried on should be of considerable height, so as to admit of the sugar in solution being let down from story to story in the various stages, and to gain the advantage of the pressure of a column of liquid which is required in the course of refining. The portion of this building erected in 1845 stands on the southern half of the square; the central portion was erected in 1856, and that covering the northern portion of the square was built in 1852. The central part is principally devoted to the clarifying process, the filtering of the liquid sugar, storing or drying hard sugars. In the lower part of the southern portion of the building the packing is done, while the northern and the upper floors generally are devoted to various operations in the work of refining, purging sugars in the moulds, etc. Here also are the crushing- and powdering-mills, shaving-mills, and other appliances used in the preparing of the sugar in the different forms for the market. The vacuum-pans, where the refined solution is reduced again to the form of sugar by boiling, are situated in a small building south of the main structure, and fronting on O'Fallon Street. The basement is used principally as a fill-house, where the melted sugar is run into the moulds and allowed to stand until it is well settled preparatory to drawing. In the rear of the refinery, and occupying the balance of the square to Main Street, is a bonded warehouse and other buildings. On the east side of Lewis Street the bone-black house is situated, with a front of one hundred and seventy feet on Lewis Street and a depth of eighty feet. This was built in 1867. On the square between O'Fallon and Ashley Streets, and covering half of the entire square, with a front of two hundred and forty feet on Lewis Street, is a line of warehouses four stories in height, built in 1852 and 1854. In the rear is the mechanics' shop, occupying the central portion of the square, and running back to Main Street. On the square on the opposite side of Main Street is an extensive cooperage-shop, with a front on Second Street of one hundred and seventy-five feet, which was built in 1852. On the northeast corner of the same square is the water reservoir, built in 1867. The company have water- and gas-works of their own, and supply all that is needed throughout the refinery premises. The total value of real estate owned and occupied at present by the company is not far from half a million dollars, and the total frontage is about fourteen hundred feet. In some instances the buildings on different squares communicate by bridges across the streets, stretching from the upper stories, and the bone-black house is connected with the refinery by a tunnel under the street. In various places tramways are laid for the easy transportation of the trucks containing bone-black."

The company, which still occupies the building at the corner of Lewis and O'Fallon Streets, is now erecting a new refinery and incidental buildings on Main and Ashley Streets. The building will be the highest in the city, having thirteen stories, including a spacious basement. The foundation on which this

gigantic structure rests is built of cut stone, the walls having a thickness of forty four inches. The refinery has a frontage of one hundred and thirty-eight feet on Main Street, and the filtering-house, including wash-house and warehouse, has a frontage of two hundred and eighty feet on Ashley Street. The boiler-house, fronting on an alley, measures two hundred and eighty feet. The floors in the refinery are each supported by twenty-four oak posts, having an average thickness of twenty-two inches. In the filtering-house, each floor is supported by twenty-four cast-iron columns, which are connected with wrought-iron beams. The height of the refinery is one hundred and thirty-two feet; height of the filtering-house, one hundred and ten feet; height of the tower, one hundred and twenty-seven feet. The average height of the floors is eleven feet. The material used in the building is principally pressed brick above the foundation. In appearance it is plain and substantial. Richard Berger was the architect.

The present officers of the company are W. L. Scott, president, and A. D. Cunningham, secretary.

William H. Beleher, founder of Beleher's Sugar Refinery, was born in Connecticut in 1811. From fifteen to twenty years of age he was clerk in his father's store in a country town in Massachusetts. When not quite twenty he went to New York, entering as clerk in a wholesale grocery store. After a year or two he took up the business of selling books at auction, traveling through the country for that purpose, and selling in the largest towns. At the close of 1834 he went through the Southern States, and continued in the business until 1840, selling books in most of the Southern cities and in some of those in the West. In 1840, as already stated, he embarked with Samuel McLean in the business of sugar refining in St. Louis. The business connection was dissolved next year, Mr. Beleher leaving it; but in 1843 he bought the whole establishment, and the enterprise from that time went forward prosperously and expanded yearly. Mr. Beleher knew nothing of the business when first connected with it, but soon learned the old plan and system of sugar refining, and learned further that it was going out of date, and that new and improved methods must be adopted to secure success. These he introduced from time to time, and from a very small beginning built up a sugar refinery that when he left it was one of the largest in the country, as well as being one of the most important manufacturing establishments in St. Louis or the West. The principal part of the present buildings of the sugar refinery were erected by him. He purchased the site after suffering severely at his old loca-

tion from the flood of 1844, selecting a locality that was found water-proof that year. In 1859 he went to Chicago, and established a sugar refinery there with fair prospects of success, but the outbreak of the war ruined that enterprise, and the refinery was worked irregularly during the war with only partial success.

While in Chicago he introduced the culture of the sugar-beet into Illinois, and inaugurated other enterprises which promised more of benefit to the public than to himself. He died at Chicago in March, 1866, honored and esteemed by the mercantile community of that city for his rare business qualifications, his public spirit, and his personal character.

SPICES.—The sale of spices also forms an important factor in the grocery business of St. Louis. One of the largest firms engaged in this branch of the trade is that of William Schotten & Co. William Schotten, the founder of the house, was born in Neuess, near Düsseldorf, Germany, Sept. 26, 1819. His father was a man of limited means, and his boyhood passed without special incident. He received the usual parochial education, and was then employed by a prominent physician in his neighborhood, who had a very large practice. In this occupation young Schotten acquired a practical knowledge that could not be obtained in the schools. In 1847 he embarked for America, and repaired directly to St. Louis, having heard that a number of his countrymen had settled here. Soon after his arrival he established a spice-factory on Walnut Street, opposite the Cathedral. He began on a small scale, grinding his stock himself by hand, and then peddling it about town from a basket. He labored with remarkable energy and perseverance amid discouragements that would have appalled a less determined man. One by one, however, the obstacles yielded, and he finally secured a prosperous business, his goods not only obtaining a local reputation but being in demand in Chicago, Cincinnati, and other large cities in the West. Year by year the trade continued to expand until his death in September, 1874, when he left a comfortable fortune to his family, together with a large spice and coffee business. His sales aggregated yearly about two hundred thousand dollars, a very large amount for those days. As has been said, this result required hard and steady work and many sacrifices; but Mr. Schotten possessed in an uncommon degree the valuable German qualities of patience and perseverance. His genial disposition secured him hosts of friends, and added largely to his list of customers.

In addition to the spice trade, Mr. Schotten engaged in the milling business on North Market Street, opposite the old North Missouri Railroad depot. This

enterprise prospered for a time, but the mill was burned, and the insurance proving worthless, the investment was a total loss. Thenceforward he confined himself strictly to the business of manufacturing spices, etc., and handed over to his sons at his death the fine results of a quarter of a century of honest and diligent labor.

Mr. Schotten was twice married, and left three sons,—Hubertus by his first wife, and Julius J. and Henry E. by his second. Upon his arrival in St. Louis, Mr. Schotten attended a night school in order to gain a knowledge of English and other branches essential for a business man, and thoroughly appreciating the importance of a good education, gave his three boys the advantages of a college course. His sons seem to have inherited much of their father's aptitude for business, for in the eight years since his death their trade has doubled, and is constantly increasing.

In 1870, Mr. Schotten visited Europe, remaining abroad over a year. Much of the time was spent in gaining additional knowledge of his business, and he brought back improved machinery.

Outside of his business, Mr. Schotten did not seek prominence, being naturally very unpretentious. He once, however, accepted a directorship in the Iron Mountain Bank.

In politics he was inclined to be independent, and never sought an office. In religion he was a Catholic, and was, successively, a member of the Cathedral and St. Mary's parishes, and was a faithful and generous adherent of the church.

Salt used to be in the past, and probably will be in the future, a valuable mineral resource of Missouri. As early as Jan. 25, 1810, William Christy & Co. advertised that they wished to employ fifteen hands to work at salt-making on the Missouri, to whom they would give liberal wages. "Our boat," added the advertisement, "will depart from this place for the salt-works about the 1st of March." Jan. 4, 1812, McKnight & Brady announced that they had just received "a quantity of salt from the Missouri saline." At the present time the cost of transportation bears such an inconsiderable relation to the cost of establishing improved modern salt-works, with the elaborate machinery, royalties, rentals, etc., that it is cheaper for St. Louis to buy its salt than to manufacture it. In former times, when the costs of transportation were excessive, the salines of Missouri and the adjacent counties of Illinois were a source of revenue and a stimulus to trade.

The salt springs and salines of Missouri are most abundant in the central part of the State, yielding

excellent brine, especially in the counties of Cooper, Saline, Howard, and those adjoining them. They are adjacent to the Missouri, in a country full of cheap wood and coal, and the supply of saline is regarded by experts as inexhaustible.

RECEIPTS AND EXPORTS FOR EIGHTEEN YEARS.

<i>Receipts.</i>			
Year.	Barrels.	Sacks.	Bulk, in Bushels.
1882.....	297,425	42,750	368,290
1881.....	232,843	73,239	314,720
1880.....	313,379	61,348	333,868
1879.....	244,966	78,345	439,788
1878.....	271,521	78,781	.....
1877.....	202,377	104,406	.....
1876.....	242,153	114,850	.....
1875.....	246,193	96,880	.....
1874.....	201,268	126,165	.....
1873.....	379,699	149,861	.....
1872.....	262,413	117,367	.....
1871.....	211,235	107,197	.....
1870.....	316,435	62,626	.....
1869.....	238,452	63,937	.....
1868.....	242,899	64,512	.....
1867.....	141,869	78,674	.....
1866.....	134,542	88,013	.....
1865.....	170,814	83,221	.....

<i>Exports.</i>			
Year.	Barrels.	Sacks.	Bulk, in Bushels.
1882.....	291,188	16,519	245,071
1881.....	218,185	25,197	182,382
1880.....	239,163	21,688	.....
1879.....	221,965	21,691	.....
1878.....	218,997	32,049	.....
1877.....	184,934	25,519	.....
1876.....	196,988	39,900	.....
1875.....	219,102	30,381	.....
1874.....	205,442	40,119	.....
1873.....	230,939	35,978	.....
1872.....	199,940	51,594	.....
1871.....	202,629	52,547	.....
1870.....	251,509	23,164	.....
1869.....	195,100	27,031	.....
1868.....	182,187	24,778	.....
1867.....	114,817	28,737	.....
1866.....	115,252	47,432	.....
1865.....	109,248	24,328	.....

Tobacco.—According to the early advertisements of industries in St. Louis, the manufacture of tobacco was begun about the year 1817. On November 29th of that year, Richards & Quarles advertised a "tobacco manufactory on the cross street nearly opposite the post-office, northeast corner of block No. 36," and in 1836, H. Richards informed the citizens of Missouri and Illinois Territories that he carried on the tobacco manufactory "on the cross street nearly opposite the copper and tin manufactory of R. Neal." From that day the trade in tobacco in St. Louis has steadily grown and expanded into its present enormous dimensions. The absence of data prevents the tracing of their growth; commercial statistics were not regarded as of any importance at that day, and for many years afterwards there existed no reliable record of commercial facts and conditions. In 1841 the *Republican* regarded tobacco as "another item of our trade which is swelling every year into much greater importance."



Wm. Schott

Wm Schott

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"To show the importance of this item," added that journal, "we here incorporate a letter addressed to us by a house in the city who are extensively engaged in the trade, and the extent of their connection with it will be appreciated by the fact that they this year took out an open policy of insurance on tobacco to the amount of \$500,000. From the interest and attention they have devoted to the subject their statement may be relied upon as very near the actual amount:

"A. B. CHAMBERS, Esq.:

"DEAR SIR,—In answer to your inquiries in relation to the tobacco crop of Missouri, we reply that the shipments this season do not vary materially from 9000 hogsheads, of which number at least 8500 pass St. Louis. The relative quality and value will be found nearly as follows:

2000 hhd. strips, worth in Europe	\$175.....	\$350,000
2500 " 1sts, " New Orleans	120.....	300,000
2500 " 2ds, " " "	70.....	175,000
1500 " X, " " "	50.....	75,000
500 " ings and bull's eye, worth in New Orleans		
\$25		12,500
		\$912,500

"From the best estimate that can be formed of the growing crop, it will range from 12,000 to 15,000 hogsheads, but prices will not be equal to last year."

John W. Wimer and Hiram Shaw, in recommending the City Council of St. Louis to establish tobacco inspection, said,—

"The crop of Missouri tobacco in 1841, although the business of growing that staple is yet in its infancy, is estimated by gentlemen well versed in this matter at not less than twelve thousand hogsheads; the crop of 1842 is estimated at twenty thousand hogsheads, and should one-third only of this quantity be inspected here, the storage on the same, at seventy-five cents a

hogshead, the price fixed by an act of the Legislature, will amount to five thousand dollars, to say nothing of the quantity which will be brought from the other States and Territories. If viewed only in the light of revenue, with reason it might be urged upon the City Council to adopt this measure, but it presents itself in another form more enlarged and benevolent, that of benefiting the entire population of the great valley of the upper Mississippi, more particularly our own State. The planter, if we act wisely, will find here a market for his tobacco, can attend in person and dispose of it to his own satisfaction, and return home convinced that the citizens of St. Louis feel an interest in his welfare, and are willing to lend a helping hand in advancing not only her own prosperity, but that of the entire State, that she knows no difference between honorable and valuable customers on her frontier and her own immediate citizens."

The increasing crops of tobacco in Missouri and adjacent States induced the City Council to establish regulated inspections of tobacco, and Messrs. Wimer and Shaw, as a select committee of the City Council, reported an ordinance to that effect.¹

From 1853 to 1868, inclusive, the following were the receipts of tobacco at the warehouses of St. Louis:

	Hhds.		Hhds.
1853.....	9,926	1861.....	8,505
1854.....	9,485	1862.....	13,050
1855.....	6,632	1863.....	19,325
1856.....	6,829	1864.....	42,490
1857.....	5,646	1865.....	16,483
1858.....	6,721	1866.....	13,669
1859.....	9,006	1867.....	18,584
1860.....	11,956	1868.....	12,266

Since and including 1870 the receipts, shipments, and offerings have been:

RECEIPTS, SHIPMENTS, AND OFFERINGS, IN HOGSHEADS, DURING THE PAST THIRTEEN YEARS.

	1882.	1881.	1880.	1879.	1878.	1877.	1876.	1875.	1874.	1873.	1872.	1871.	1870.
Receipts.....	17,445	22,042	18,813	20,278	25,870	28,064	29,204	13,110	22,881	19,062	12,676	16,523	11,193
Shipments.....	7,946	10,737	8,879	10,766	19,701	22,109	24,221	11,574	17,772	14,648	9,137	11,243	7,642
Inspections.....	6,871	10,457	11,470	14,870	16,322	18,913	17,466	10,980	18,174	13,048	10,087	14,677	10,480

About 1850, Missouri possessed the largest tobacco manufacturing establishment in the West, the house of Swinney & Lewis, Lewis Brothers, Lewis Company, of Glasgow, afterwards of St. Louis. This house was founded in 1837 in Glasgow, and removed to St. Louis in 1847, the Glasgow branch being still maintained. In 1860 the house employed five hundred hands, manufactured between three and four million pounds of plug and fine-cut, and exported large quantities of leaf and strips to Great Britain and the Continent of Europe. Of its operatives, one hundred and twenty-five were negro slaves owned by the firm. This firm, before it closed operations to go into other occupations, sold tobacco in every State and Territory.

In the production of manufactured tobacco, St. Louis now ranks second among the cities of the United States, being surpassed only by Jersey City, and is also becoming quite a market for leaf tobacco. The

trade has increased of late years to about four million five hundred thousand dollars, and the capacity of all

¹ The old State tobacco warehouse, situated between Washington Avenue and Green and Fifth and Sixth Streets, was destroyed by fire on the 11th of August, 1873. The building was erected by the State for a tobacco warehouse in 1843, and after being used for that purpose for a few years was abandoned. It was closed for a long time, and about 1859 the State donated the use of the building to the city of St. Louis. While the old Lindell Hotel was in process of construction, the State ordered the sale of the ground and building, and they were purchased by Jamieson & Cotting, for the purpose of erecting an immense dry-goods house. This plan was afterwards abandoned, and the property was sold to John J. Roe, and belonged to his estate at the time of his death. It was afterwards purchased by John G. Copelin, Mr. Roe's son-in-law, for \$190,000. The building was estimated to be worth not more than \$4000. During the time it was in disuse for commercial purposes it was in great demand for parties, balls, drills, and large assemblages generally, its extensive floor-room rendering it at one time the most eligible place in the city for such purposes.

the factories together is over twenty million pounds a year. Some of these establishments have erected magnificent buildings and other improvements of this nature within the last two years. The revenue paid by St. Louis manufacturers and its excess over that paid in Chicago establishes the pre-eminence of the St. Louis market; indeed, the monthly tax of one St. Louis factory in excess of one hundred thousand dol-

Company, and Price & Austin Tobacco Company, together with a large number of individual firms.

The cigar trade has grown scarcely less in proportion, and the dealers in leaf tobacco express themselves as well satisfied with the ratio of increase in their branch of the trade.

The receipts of leaf in 1882 were seventeen thousand four hundred and fifty-five hogsheads, and the



LIGGETT & MYERS TOBACCO COMPANY,
Corner Thirteenth and St. Charles Streets.

lars (including the cigar duties) is frequently larger than that of all the Chicago dealers. St. Louis manufactured tobacco is found in every part of the United States, and the volume of product has steadily increased since the reduction of the government tax in 1879. Among the largest manufacturers of tobacco in St. Louis are the Liggett & Myers Tobacco Company, Catlin Tobacco Company, Dausman Tobacco

shipments seven thousand nine hundred and forty-six.

In St. Louis, as elsewhere, the manufacture of cigarettes has developed within a year or two, and the present season already shows a marked increase in this branch of the trade. Including this, the following tabular statement covers the local manufacture in all lines:

	1877.	1878.	1879.	1880.	1881.	1882.
Tobacco.....lbs.	5,448,522	5,954,747	8,642,688	12,846,169	17,139,087	17,121,199
Cigars.....M.	33,920	33,560	35,042	38,412	39,904	40,877
Cigarettes.....M.					1,982	453
Snuff.....lbs.	35,595	36,180	41,180	43,710	47,769	48,990

In 1880 the census return was, for the whole trade: Tobacco.—Establishments, 222; capital, \$1,419,125; hands, 2627; wages, \$668,926; material,

\$4,262,681; product, \$5,702,762; net profit, \$629,243, equal to 44 per cent., which will do very well This is divided up thus:

Cigars.—Establishments, 201; capital, \$272,925; hands, 825; wages, \$265,967; material, \$312,725; products, \$888,993.

Tobacco (chewing, smoking, snuff).—Establishments, 21; capital, \$1,146,200; hands, 1802; wages, \$402,959; material, \$3,950,956; products, \$4,813,769.

The leading Southern factories keep agencies and an extensive stock in St. Louis for sale and convenience of distribution, and the Havana and Key West cigar manufacturers have also large dealings here.

The following tables will show the extent of the business done in St. Louis during 1882 and for the nine years previous, though half of the period is counted by the fiscal year, the method of keeping the record previous to 1877.

YEAR.		Tobacco Manufactured and Sold.	Amount Tax Paid.
		<i>Pounds.</i>	
Fiscal,	1872.....	5,751,185	\$1,358,717.50
"	1873.....	5,441,872	1,094,600.03
"	1874.....	4,794,985	1,154,651.52
"	1875.....	6,324,408	1,317,783.26
"	1876.....	4,928,147	1,185,712.92
Calendar,	1877.....	5,484,431	1,319,036.16
"	1878.....	5,990,801	1,440,716.84
"	1879.....	8,670,466	1,477,899.00
"	1880.....	12,889,784	2,062,546.45
"	1881.....	17,234,869	2,751,307.00
"	1882.....	17,170,190	2,728,525.82
Total.....		85,839,684	.....

The manufactures of 1882 can be classified as follows:

	Pounds.
Plug chewing tobacco.....	13,223,857½
Fine-cut.....	239,731½
Smoking.....	3,657,615½
Snuff.....	48,990½
Total.....	17,170,195½

Lead.—The earliest mineral of value to St. Louis in point of time, was lead. In fact, it may almost be said that St. Louis owes its existence to lead. The Hon. E. B. Washburne, of Illinois, ex-minister to France from the United States, in a letter to A. D. Hagen, Librarian of the Chicago Historical Society, dated Dec. 13, 1880, after speaking of the researches of M. Margry in the archives of the French Ministry of Marine, and his important and valuable contributions to the early history of the United States, in which he takes an enthusiastic interest, says,—

"I took the opportunity to talk with him touching the early discoveries of lead-mines in what is now Illinois and Missouri, and received a letter in reply, which I also inclose herewith. He was kind enough to send me a transcript of certain documents which are to be published by Congress, and which I have not yet seen. By these documents I am more convinced than ever that the Galena and Dubuque lead-mines were the earliest ever

discovered by the French explorers, either in Illinois, Iowa, or Missouri. The accounts of the discovery, about the year 1719, of the mine of M. de la Motte and the Maramec mines of Missouri are very interesting, but I cannot here refer to them particularly. What interested me very much is an extract from a letter written from Fort de Chartres on the 21st day of July, 1722, by one Le Gardeur de Lisle, which I copy herewith, and which is in relation to the discovery of minerals on the Illinois River:

"I have the honor to inform you, gentlemen, that I have been sent in command of a detachment of twelve soldiers to accompany M. Renaud to the Illinois River, where the Indians had found some lumps of copper, which they brought to M. de Boisbriant, and more particularly to a coal-mine, said to be very rich.

"When we reached the place of our destination, M. Renaud commenced the search for the copper-mine, but without success, no sign of that metal being visible anywhere. However, in looking for the coal-mine, which we had been told was near the spot we had examined before, we discovered a silver and copper mine, of which M. Renaud made an assay, and which upon the surface of the ground is much richer than M. de la Motte's.

"I have kept a little diary of that journey. I take the liberty of sending it to you; it will enable you to locate the spot where this mine is situated. It is a most beautiful site; the mine is easy to work and close to a magnificent country for settlers. I am delighted with my trip and with the success which has attended it, for the assay made by M. Renaud was upon ore found on the surface, and it has proved to be much better than that of M. de la Motte's mine."

"M. Le Guis gives an account of the manner in which these miners smelted their ore in 1743, and it is almost precisely the same method which was followed in the Galena up to within three or four years before I located there in 1840. There were then the remains of many old log furnaces throughout the mines. It was about in 1836, I think, that the log furnaces were supplanted by the Drummond blast furnace. The amount of waste or scoria by the old log method of smelting was very great. This waste was in a great measure avoided by the blast furnace, of which the inventor was Robert A. Drummond, of Jo Daviess County, the uncle of the Hon. Willis Drummond, of Iowa, late commissioner of the general land office at Washington.

The following is the description of the log furnace one hundred and thirty-seven years ago:

"They cut down two or three big trees and divide them in logs five feet long; then they dig a small basin in the ground and pile three or four of these logs on top of each other over this basin; then they cover it with the same wood, and put three more logs, shorter than the first, on top, and one at each end crossways. This makes a kind of a box, in which they put the mineral; then they pile as much wood as they can on top and around it. When this is done, they set fire to it from under; the logs burn up and partly melt the mineral. They are sometimes obliged to repeat the same operation three times in order to extract all the matter. This matter, falling into the basin, forms a lump, which they afterwards melt over again into bars weighing from sixty to eighty pounds, in order to facilitate the transportation to Kaskaskia. This is done with horses, who are quite vigorous in the country. One horse carries generally four or five of these bars. It is worthy of remark, gentlemen, that in spite of the bad system these men have to work, there has been taken out of the La Motte mine two thousand five hundred of these bars in 1741, two thousand two hundred and twenty-eight in 1742, and these men work only four or five months in the year at most."

Capt. Pittman, writing, in 1770, of Ste. Genevieve, says, "A lead-mine about fifteen leagues distant supplies the whole country with shot." Many curious facts in regard to these Potosi lead-mines are to be found incorporated in different parts of this work, and we do not need to reproduce them in the present chapter.

Lead soon became, next to peltries, the most important and valuable export of the country, and, like pelts, it served in lieu of a currency. It was not, however, until St. Louis began to control the commerce of the surrounding regions that much lead came there. Before that it was nearly all shipped from Ste. Genevieve. John Arthur, in 1811, offering to sell a large line of cheap goods, gives notice that he will take in pay furs, hides, whiskey, country-made sugar, and beeswax, but says nothing about lead. However, it was offered for sale by William Clark, then Indian agent, afterwards Governor, in the following miscellaneous assortment :

"For sale by William Clark, the following articles, viz. : 113 pounds beaver, 103 otter-skins, 327 raccoon-skins, 6 pechon, 20 muskrats and minks, 25 gray squirrels, 10 painted buffalo-skins, dressed, 53 plain buffalo-skins, dressed, 436 deer-skins, 24 dressed deer-skins, 1276 pounds lead, 400 pounds gunpowder, 70 pounds nails, 130 beaver traps, 1 box of glass, 10 x 12, 2 horse-pistols, 1 fusee, 2 rifles, 70 pounds tobacco in carrots, 14 hanks of worsted, assorted, 80 shawls, 4 pieces Irish linen, 2000 yards calico."

Among the largest dealers in this sort of merchandise in the fur-trading days of St. Louis, was Joseph A. Sire, one of the associates of Chouteau & Sarpy's fur company.

Joseph A. Sire was born at La Rochelle, France, Feb. 19, 1799, and left home when fifteen years of age to seek his fortune in the New World. His father, a teacher of languages, had died, and his mother, a woman of fine intelligence, encouraged him in his determination to emigrate to America, in the belief that the chances of success were greater there than in her own country, then distracted by the daring schemes and restless ambition of Napoleon Bonaparte. At this time Europe was one vast camp, still heaving from the struggle between Napoleon and the allied powers to determine whether that great adventurer's ambitious dream of the solidarity of nations should be realized. Mr. Sire's mother, in view of the unsettled condition of the country, overcame the natural impulses which prompted her to keep her son at her side, and urged upon him the advisability of seeking a distant and more promising field of usefulness. Mr. Sire, who fully appreciated her wisdom and maternal courage, always maintained for her the deepest filial reverence and love, and contributed most generously

of his fortune as long as she lived to minister to her comfort and happiness.

The voyage to America might well have dismayed one much older than the adventurous lad, for in those days the facilities of travel did not exist which now enable one to make the circuit of the world in less time and with far less trouble and danger than were then required to perform the journey between St. Louis and New York. No steamships traversed the ocean with almost the regularity of ferry-boats; the sailing-vessel was the only means of transportation, and even the sailing-vessel had not acquired the swiftness and regularity of movement attained by modern ships. Often beating about for days in view of a haven, awaiting a favorable wind, and frequently driven out to sea by an off-shore storm, it seldom performed a voyage of any length without encountering many hardships and delays. On land the methods of locomotion were similarly cumbrous and unreliable. The canal-boat, with its crowded, ill-ventilated "between-decks," and the stage-coach were practically the only resources of the traveler. Young Sire, however, endured the hardships of this novel experience with that courage and fortitude which continued to characterize him throughout his career,—a career undimmed up to the hour of his death by a single dishonorable act.

Arrived at Philadelphia, he sought the advice and assistance of Vital M. Gareschè, then in business in that city as one of the firm of Gareschè & Rasazies, but who subsequently removed with his family to St. Louis, where he became an influential member of the City Council and president of the Board of Public Schools. Mr. Gareschè's parents had been residents of La Rochelle, and he extended a cordial welcome to the young Frenchman, who brought letters of introduction to him, and gave him employment. His industry, integrity, and thorough reliability soon created a most favorable impression, and he continued to enjoy the confidence of the firm of which Mr. Gareschè was the senior partner until, in 1826, he determined to go West. Upon his arrival in St. Louis, whither he directed his steps, he was promptly admitted to the houses of the best families of Creoles, to whom he was commended by valued correspondents, and obtained a situation as clerk with Sylvestre Labadie.

St. Louis at that time was but little changed from what it was when seen by Washington Irving,—“a motley population, composed of the original colonists, the keen traders of the Atlantic, backwoodsmen of Kentucky and Tennessee, the Indians and the half-breeds, together with a singular aquatic race that had grown up from the navigators of the river, the boat-



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Wm. A. Sine

men of the Mississippi, who possessed habits, manners, almost a language peculiarly their own and strongly technical." Such a community, with the dissipation ever incidental to frontier life, offered strong temptations to a young man, an entire stranger, devoid of means and deprived of the associations of home and kindred, yet the energy and pure character of Mr. Sire bore him safely through the ordeal. To quote the words of one who met him just after his arrival, he was then about twenty-five, stout in form, florid in complexion, of commanding but not extraordinary stature, very affable in his manner, and earnest and energetic in his ways. Mr. Labadie, his employer, was a Creole gentleman who had married a Miss Gratiot, and he and his wife by their own worth, as well as relationship to the Chouteaus, the Prattes, the Papins, the Bertholds, and the Soulards, ranked among the very first people of St. Louis. Mr. Labadie was the owner of a grist-mill, to which was attached the first saw-mill ever established west of the Mississippi River. It was located on the bluff near the foot of Ashley Street, rude and simple though serviceable in its machinery, its motive-power being an elevated circular tread-plane worked by oxen.

There was no metal connected with the machinery, just as the "*Vide Poche*" carts, now unknown, but then the only vehicle, had not a particle of metal, even for the harness of the ponies by which they were drawn. Mr. Sire became clerk of this establishment, but by his amiability and excellent deportment ingratiated himself in the favor of his employers, and in the following year married the only child of Mr. and Mrs. Labadie, a lady of sweet disposition and cultivated and engaging manners. The union was a happy one while it lasted, but of short duration, for within two years his wife and their only child died.

Having become associated in the fur trade with Pierre Chouteau and John B. Sarpy, owners of the American Fur Company, with whom he was connected by his marriage, he took charge of their annual expedition to the upper country, as the region in the vicinity of the head-waters of the Missouri was then denominated,—a wild, unbroken waste, the home of fierce and warlike tribes, the counterpart of which is still to be found in the dark and bloody ground of portions of Texas and New Mexico, where the Apaches wage a desperate but futile struggle against the advance of civilization. The company erected at different points throughout this district stockade forts for protection against the ruthless warriors of the plains. The expedition would always leave in the spring, with a cargo of trinkets, blankets, tobacco, guns, and ammunition, and would remain at the forts, bar-

tering with the Indians, until the opening of navigation in the following year enabled them to descend with their boats to St. Louis to dispose of their product and to replenish their stock. The navigation of the Missouri, with its swift, turbid current, its snags, and its shifting channels, was fraught with danger, aside from the fact that the voyagers were necessarily always on the alert against the wily Indians.

Within the fort peril also lurked, and sleepless vigilance was maintained lest some hostile band should invade its precincts and murder every white man. These forts were oases in the trackless wilderness, far more isolated than those of the general government at the present day. The latter are united by telegraph, have regular mails, and are always within supporting distance of each other, but the trading-post had no other communication with the outer world than by the *courrier du bois*, who traveled from one fort to the other, or perhaps was sent to the settlement thousands of miles away with dispatches. These *courriers* were white men who had lived so long among the Indians that, like them, they had acquired their skill in guiding themselves through trackless wildernesses by night by the light of the stars, and by day by the bark of trees. Six years of Mr. Sire's life were passed in these distant forts, yet on his return to St. Louis, so little had he been spoiled by his contact with barbarism; that he was welcomed in the most exclusive circles. After this Mr. Sire settled down in the office of the company at St. Louis, to guide and organize the expeditions he had formerly commanded, an occupation in which he was still engaged at the time of his death, July 15, 1854. His business-like and methodical habits, fortified by his personal experience, proved of great importance and value to his associates, and contributed materially to the development of their business. All three have now passed away, each leaving a fortune honestly earned, which is the best evidence of their thrift and foresight.

In 1852, Mr. Sire was married for the second time, the lady of his choice being Mrs. Rebecca W. Chouteau, widow of one who belonged to a family honored then, as now, not only as of historic interest in respect to St. Louis, but of great public importance, having ever shown itself ready to embark capital in enterprises which were likely to promote the development of St. Louis. Mrs. Sire is still living, a woman of marked characteristics, beloved, not for herself alone, but also for her feminine virtues of true sympathy and charity.

Although a consistent and earnest Democrat, Mr. Sire had no taste for politics nor any aspirations for public office. He was frequently requested to become

a candidate, but invariably declined. He was a man of warm and affectionate temperament, generous yet prudent, unobtrusive in dress and manners, a public-spirited citizen, and an ardent and loyal friend. A notable illustration of the latter fact was afforded in the devoted affection he ever entertained for his first employer, Mr. Gareschè, who also possessed great kindness of heart. Between the two there always existed an attachment which time could not diminish nor absence impair, and when Mr. Gareschè, with his family, reached St. Louis in 1839 the intimacy was renewed. Upon the death of Mr. Gareschè, April 4, 1844, Mr. Sire became the protector of his children, and one to whom they never appealed in vain. Generous in his instincts, constant in his friendships, honorable in all his transactions, genial in his intercourse with his fellow-men, the friendless boy-adventurer died the wealthy merchant and lamented citizen, leaving behind him a record without stain or blemish.

In 1854 the statistics of the lead product were as follows:

STATISTICS OF THE LEAD TRADE OF THE UPPER MISSISSIPPI.

Year.	Pigs Produced.	Equal to Pounds.	Price 1000 Pounds Mineral.	Price 100 Pounds Lead.	Value at Galena.
1842.....	447,909	31,353,630	\$12.85	\$2.24	\$702,321.31
1843.....	559,261	39,148,270	12.60	2.34	916,069.51
1844.....	624,672	43,727,040	16.88	2.80	1,224,357.12
1845.....	778,498	54,494,860	17.67	2.96	1,613,047.88
1846.....	732,403	51,268,210	17.33	2.89	1,481,651.26
1847.....	772,656	54,085,920	19.16	3.17	1,714,523.68
1848.....	681,969	47,737,830	19.82	3.24	1,546,705.69
1849.....	628,934	44,025,380	22.18	3.67	1,615,731.44
1850.....	568,589	39,801,230	24.10	4.20	1,671,651.66
1851.....	474,115	33,188,050	25.51	4.08	1,354,062.44
1852.....	408,628	28,603,960	25.87	4.12	1,178,483.05
1853.....	425,814	29,806,980	34.41	5.50	1,639,383.90
Total...	7,103,448	497,241,360			16,657,968.94

SHIPMENTS OF LEAD from the upper mines during the season of 1853, from March 21st to December 1st.

Ports from whence Shipped.	Pigs.	Pounds.	Value.
Shipped via the River.			
From Galena.....	318,543	22,298,010	\$1,226,340.55
Dubuque.....	43,852	3,069,640	168,830.20
Potosi.....	23,086	1,616,020	88,881.10
Cassville.....	14,186	993,020	54,616.10
Buena Vista.....	2,676	187,320	10,352.60
Shipped via the lakes.....	23,471	1,642,970	90,363.35
Total.....	425,814	29,806,980	\$1,639,383.90

The receipts at St. Louis aggregated 441,889 pigs in 1854, against 409,314 in 1853. Of this 5315 came from the Missouri, and the balance from the upper and lower Mississippi. The Galena table gives the quantity shipped per river at 402,343; deduct from this the Missouri receipts, and the balance, it is fair to suppose, came from the lower mines, say 34,231 pigs. A pig of lead has the average weight of eighty pounds.

Hon. John Hogan, in one of his lucid pamphlets about the past, present, and future of St. Louis, always in his thoughts, had the following in regard to the city's lead business:

"Some sixteen months ago one establishment commenced the making of lead pipe and sheet-lead here. They, like all similar untried experiments, had to feel their way along. The machinery was costly; workmen at first difficult to be obtained; the field of sale preoccupied by those longer engaged, more experienced, possessed of ample capital.

"But these young men possessed the energy, the probity, felt the field was vast, and were content with small profits on large sales.

"They pushed their battle to the gate, and now what is the result?—they supply with these articles the entire valley of the Mississippi. South they include the trade of New Orleans; east, all the region to Pittsburgh; north, the whole region of the upper lakes. Within the last twelve months they have manufactured of lead pipe alone over two million pounds. This has been shipped in immense casks and on large reels to supply the demands of the great West and South; while of sheet-lead they have made one million two hundred and fifty thousand pounds in the same period, besides bar-lead.

"Now, these articles were not included in our exports of 1851, before presented, for the works were not in existence then, and these figures are now given to show that St. Louis is a suitable place for manufactures, and also what may be done by industry and intelligence.

"In the said government returns no mention is made of shot, although that article was then manufactured here, but, like everything else, has grown considerably in that period.

"There is but one 'shot-tower' here, but it is fully qualified to supply the vast extent of country dependent on us, or which our skill or ability may bring within the reach of our operations. The region supplied from here with shot embraces nearly all the valley of the Mississippi.

"I deem the operations of this concern to be important, and was anxious to furnish in this place some indication of its extent, which I am enabled to do by the kind courtesy of Capt. Simonds, one of the enterprising proprietors.

"I take an aggregate statement, furnished me by him, of its business during the five months commencing January 1st and ending June 1, 1854, as made up from their books, viz.:

Total amount of shot of all sizes manufactured and sold during said five months,	79,775 bags, or.....	1,994,375 pounds.
Bar-lead for same period, 1714 kegs, or.....		428,460 "
Total shot and lead in five months.....		2,422,835 "

"During that period of five months the works were run but one hundred and four days, thus the amount of pig-lead consumed each day averages twenty-three thousand two hundred and forty pounds."

The manufacture of shot near St. Louis dates back to 1809, when it was announced in the *Missouri Gazette* of March 1st that "at Herculanum a shot manufactory is now erecting by an active and enterprising citizen of our Territory; the situation is peculiarly adapted for the purpose, having a natural tower, or rather stupendous rock, forming a precipice of about one hundred and sixty feet, having the lead-mines in the neighborhood, and one of the finest harbors for vessels. We presume the proprietor will be enabled to supply the Atlantic States on such terms as will defeat competition." The proprietor referred to was J. Macklot, who on the 16th of November, 1809, "commenced casting shot equal to the best

English patent." In 1810, also at Herculaneum, "a new and flourishing little town on the Joachim, about thirty miles from this (St. Louis) place," Mr. Austen erected a shot-tower, and then Herculaneum "boasted of two towers capable of supplying the Union with shot of all sizes."¹

The shot-tower of Ferdinand Kennett was opened in February, 1847. The tower was built by Messrs. Kayser & Carlisle, and was thirty-one feet in diameter at the base, seventeen feet at the top, and one hundred and seventy-five feet high. Previous to the erection of this tower, Mr. Kennett had been engaged in the same business, having a tower on Elm Street, which tumbled down, wounding several persons. In 1858, Mr. Kennett's shot-tower passed into the hands of an incorporated company, since which time it has been regarded as a most successful enterprise. During the war the shot-tower company suffered severely in a pecuniary sense, much of its work being declared contraband.

The tower is one hundred and eighty-six feet in height, twenty-one feet above the tallest steeple in the city. At the base it is thirty-one feet in diameter, at the pinnacle seventeen feet. It is built of hard burnt brick, cemented, and is regarded as thoroughly substantial in every particular. The wall at the base is four feet through; at the summit of the tower it is twenty-two inches.

In 1850 the capital invested was forty thousand dollars, employing ten hands, with an annual product of six thousand dollars.

RECEIPTS AND EXPORTS OF LEAD, IN PIGS OF 80 POUNDS EACH.

Year.	Receipts.	Exports.
1882.....	1,197,395	687,219
1881.....	925,406	625,266
1880.....	764,887	495,036
1879.....	817,594	408,123
1878.....	764,357	523,964
1877.....	790,028	473,281
1876.....	665,557	404,300
1875.....	579,202	320,668
1874.....	479,448	218,538
1873.....	356,037	216,040

¹ The manufacture and sale of powder were also established in St. Louis at an early date. On the 15th of October, 1814, William Sullivan published the following advertisement:

"Owners of powder, take notice that I, the subscriber, have rented the powder magazine from its proprietor, and that from the date of the present advertisement I will charge twenty-five cents per month for storage on every keg, provided it does not contain more than one hundred pounds, and on every keg or barrel that contains more than one hundred pounds to pay at the rate of one dollar per hundred."

Maj. James Barry commenced the manufacture of powder in the neighborhood of St. Louis in 1823 (*Republican*, March 5, 1823), and in 1833 "Maj. Philips' Eagle Powder-Mills had just been put in operation" (*Republican*, July 9, 1833).

The latter mills were soon after destroyed by an explosion.

Year.	Receipts.	Exports.
1872.....	285,769	62,862
1871.....	229,961	50,660
1870.....	237,039	62,674
1869.....	228,303	57,281
1868.....	185,823	40,358
1867.....	144,555	18,674
1866.....	149,584	13,553
1865.....	116,633	.....
1864.....	93,035	.....
1863.....	79,823	.....
1862.....	95,800	.....

Of the receipts during 1881, 300,000 pigs (equal to 24,000,000 pounds) were received for conversion and manufacture. In the conversion of lead to carbonate the metal of Missouri is peculiarly easy and profitable to work, yielding one hundred pounds of ceruse for every hundred pounds of metal, besides a proportion of red lead and litharge made from the refuse. This manufacture, moreover, produces linseed-oil, cotton-seed- and castor-oil, and oil-cake for exportation and fattening stock, and it encourages the manufacture of vitriol. Thus one industry, by utilizing a product which is among the donations of nature to St. Louis, provides employment for capital and labor in a dozen other industries which grow out of or are allied to it. The control of almost inexhaustible supplies of cheap lead by St. Louis makes it one of the leading manufacturing centres in the country for paints.

White Lead and Oils.—The manufacture of white lead, and of its kindred interest paints, and oils is most extensively carried on in St. Louis. The materials required by this large trade are collected almost entirely within the State of Missouri, while the adjoining States also afford a large supply, enabling its indefinite extension. The manufacture of white lead (carbonate of lead) was inaugurated in St. Louis in the year 1837 by Drs. Hoffman and Reed in a very primitive manner. From a very small beginning, say one hundred tons per annum, the manufacture of that pigment has kept pace with the growth of the city and surrounding country, until it now ranks as one among the important branches of its manufacturing industries. The annual production and consumption of white lead throughout the entire country is computed to be from sixty-five to seventy thousand tons. Of this amount there is manufactured west of the Allegheny Mountains say forty thousand tons, of which St. Louis manufacturers produce at least forty per cent., thus giving to St. Louis a larger production of that article than any other city in the Union. There are at present in successful operation in St. Louis four of the best appointed and equipped factories in the country, with a capacity sufficient to supply the white-lead demand of the entire Mississippi valley for many years to come.

The Collier White Lead and Oil Company is one of the largest to be found anywhere in the United States. It was founded by Dr. Reed, and went into operation in the year 1837. It is located on the north side of Clark Avenue, beginning at Ninth Street on the east and extending nearly to Eleventh Street. In 1842 it passed into the hands of H. T. Blow and Joseph Charless. It has three separate departments,—the factory, the cooper shop, and the corroding stacks. All of these are on a large scale and provided with every facility for manufacturing cheaply and extensively. In 1850 the present company became proprietors, under the presidency of Henry T. Blow. The annual productions are four thousand tons of white lead ground in oil, two hundred thousand pounds of red lead, two hundred thousand pounds of litharge, one hundred thousand gallons of linseed-oil, and one hundred thousand gallons of castor-oil.

It is not too much to say that among the men whose sagacity grasped and whose energy fulfilled the conditions of the prosperity of St. Louis, none occupied a higher rank or contributed by his individual success more largely to the general welfare than the eminent and honored merchant, George Collier, after whom the Collier White-Lead Works are named.

George Collier, younger son of Peter and Catherine Collier, was born on the 17th of March, 1796, on his father's homestead in Worcester County, Md. His father, who died while he was yet a child, besides carrying on with success the farm upon which he resided, was largely engaged in the Atlantic coasting trade, and at his death, which occurred before 1810, left what was in those days a handsome property to his family. His mother was a woman of great force of character, revered as well as loved by all who knew her. After her husband's death she continued to reside at the homestead in Maryland until both her sons, John and George, arrived at manhood, giving to each of them the best education for mercantile pursuits which that part of the country at that time afforded, and for this purpose sending them to Mr. Wylie's academy in Philadelphia, then of the highest repute.

About the year 1816, John Collier, who had just arrived at manhood, came to Missouri, then still a Territory, and settled at first in St. Charles, where he began business as a merchant. His success was such that before long he opened a branch house in St. Louis, which within a few years became the principal establishment. During this time George Collier was completing his education in Philadelphia, where he formed friendships subsequently of great service to him in his business career.

About the year 1818, having completed his education, George Collier joined his brother in Missouri and engaged with him in business, before long becoming his partner. According to the custom of those times, their business was of a general nature, including an assortment of the staple articles most in demand among those who traded with St. Louis. It was at first carried on at retail, but soon expanded into a wholesale business, and extended rapidly throughout the settled portions of Missouri and Illinois.

In 1821 the partnership was dissolved by the death of the elder brother, who had already made his mark as a business man of ability and energy, as well as of high personal character. The younger continued the business alone for several years.

About the year 1825, his business continuing to increase, Mr. Collier took into partnership with him Peter Powell, like himself a native of Maryland, and who had been for several years in his employ. The firm of Collier & Powell, thus formed, continued to carry on a general merchandise business until the year 1830, when Mr. Collier retired from the firm, having acquired what was for those days a considerable fortune.

From this time he entered upon pursuits characteristic at once of his energy and his far-sighted views as a business man. Realizing that the river trade of St. Louis, north, south, east, and west, was to be the secret of her prosperity, he began to invest his means largely in the building of steamboats. But a few years had passed since the first steamer came up from New Orleans to St. Louis (1817), making the weary voyage in twenty-seven days, but demonstrating by the fact of making it that the days of the "broad-horn," the flat-boat, and the keel-boat were at an end. Pittsburgh had become the navy-yard of Western commerce, at which then and for years afterwards the greatest facilities for such work existed.

It has been said that the faculty of judging men and selecting fit agents for important enterprises is characteristic of high ability. The method pursued by Mr. Collier in entering upon this new field demonstrated his possession of that faculty. It was his habit, year after year, to select men already experienced in the river navigation and to send them to Pittsburgh to make contracts for the building of steamers which they were to command, and in which he often gave them an interest. Instructing them as to the character and purposes of the vessel, he furnished them with credits sufficient to meet whatever cost might be incurred, and stationed them at Pittsburgh in active superintendence of the work while it progressed, thus securing the most watchful personal

supervision and assistance from men at once competent for their duties and whose interests coincided with his own. In this way during the twelve or fourteen years following he became largely interested in steamboats, constantly building new ones of size and capacity suited to the trade either of the upper or the lower Mississippi or the Missouri Rivers, according to their destination. It was one of his maxims to hold no property which brought no return; and in respect of steamboats it was observed that he rarely held one longer than was necessary to establish its character in the trade, selling those which did not prove profitable in order to cut off further loss, while those which earned a good name he often sold when at their highest repute, thus realizing their highest value and escaping further risks. The limits of this sketch forbid more than a cursory mention of this part of his mercantile history. Suffice it to say that during the years in question he was the owner of a large number of steamers plying on all the waters communicating with St. Louis, and most of which had been built under his directions, often having afloat at one time eight or ten large vessels. The men to whose fidelity, ability, and skill he intrusted the management of these large interests rarely disappointed him. Sharing with him the profits of these ventures, some of them thus laid the foundations of their own success. Such men were Sullivan Blood, afterwards president of the Boatmen's Savings Institution, long a highly-respected citizen of St. Louis; John Simonds, afterwards of the banking-house of Lucas & Simonds; and N. J. Eaton, who, after resigning a commission in the United States army, had come to St. Louis, and whose executive ability was early recognized by Mr. Collier, more than one of whose boats he commanded. To these names, long and well known in St. Louis, might be added others, notably that of Rufus J. Lackland, afterwards one of its most prominent and successful merchants, now (1883) president of the Boatmen's Savings-Bank and the St. Louis Gas-Light Company, and who is himself authority for the statement that to his early acquaintance and connection with Mr. Collier, and to the assistance rendered him, unsought, by the latter in his early business life, his subsequent success is largely due.

An important element in these enterprises was the high reputation for probity, as well as for large resources and exemplary business habits, which Mr. Collier had established not only in St. Louis, but throughout all parts of the country where the business men of that city were known. It was proverbial that his credit was practically unlimited, and

that whoever he sent to Pittsburgh with authority and credit for building a steamboat, or northward to purchase lead, or to New Orleans for the purchase of return cargoes of groceries on his boat, or to Philadelphia, then the financial centre of the United States, was sufficiently backed by George Collier's name.

It goes without saying that the navigation of the Western rivers was attended in those early days with not less, perhaps with greater risks and dangers than now. But so constant was the good fortune, and so high the reputation of his steamers, that George Collier's "luck" became proverbial. Nor is it any disparagement to others to claim for him the first rank among those whose far-sighted energy and bold and successful management built up the vast river trade of St. Louis, along whose Levee, before 1860, often lay at one time a fleet of nearly two hundred magnificent steamers, busily loading and unloading side by side the rich and varied products of every zone.

During these years, however, the steamboat interest was by no means the only one which engaged his attention. The rich deposits of lead at and near Galena, Ill., as well as those to the southward in Missouri, were at that time the great source of supply for that metal. Partly as an independent investment, and partly by way of utilizing his steamboat property, Mr. Collier engaged largely in the purchase and shipment of lead, especially from the north, forming for that purpose a business connection with the house of Thomas Fassit in Philadelphia, in which direction, as well as *via* New Orleans, great quantities of lead were shipped. Besides purchasing lead from others, he became a large owner in the Galena mines, and the metal from those regions at that time was the chief source of supply, not only for the white-lead factories in Pennsylvania and other Eastern States, but was also shipped in large quantities to France and other parts of Europe. This traffic in lead, since distributed over regions farther west, formed for many years, as we have seen, an important part of the trade of St. Louis, and to its development no man in that city contributed more actively or more sagaciously than George Collier.

Operations so large as these, and requiring the constant use of so much capital and credit, naturally suggested to his active mind the combination with them of a banking business. About 1835-36 he formed a partnership with William G. Pettus, whose wife was the sister of Mr. Collier's first wife. For several years thereafter the firm of Collier & Pettus conducted a large business in the way of banking and exchange, deriving an independent source of profit

from the dealings in Eastern exchange resulting from the shipments of lead, already mentioned, as well as from large collections which rapidly flowed into their hands from Mr. Collier's Eastern acquaintances, who sold to the merchants of St. Louis their general supplies.

In still another direction the interests already mentioned were utilized. Some of the steamers wholly or in part owned by Mr. Collier were in the Southern river trade, and were constantly engaged in carrying to New Orleans lead shipped by him and his associates, as well as other staple articles, including flour, in the manufacture of which at St. Charles he was early interested. The proceeds of such cargoes were invested under his direction in profitable return cargoes of heavy groceries, sugar, coffee, salt, and molasses, for which New Orleans was up to the outbreak of the civil war the principal point of supply to St. Louis and thence to the far West and Northwest.

In 1840 the banking firm of Collier & Pettus was dissolved by Mr. Collier's retirement therefrom, though Mr. Pettus for some time longer continued the business. In 1842 Mr. Collier formed the firm of Collier & Morrison, taking into partnership his brother-in-law, the late William M. Morrison, then a young man, for whom this introduction to business life also proved the first step in a highly successful mercantile career. The business of this firm was chiefly commission, but they also dealt largely in lead, for which during so many years St. Louis was the great *entrepôt* of the West.

In 1840, Mr. Collier, whose health was never robust and had become delicate, determined to withdraw from active business, and gradually sold out all his interest in steamboats. In 1847 he retired from the firm of Collier & Morrison, which was succeeded by William M. Morrison & Co., the new partners being Rufus J. Lackland and Alfred Chadwick, whose office during the remainder of his life Mr. Collier made his headquarters, and to whose very successful career his advice and assistance largely contributed. From this time he gradually withdrew from business cares other than the management of his valuable landed estate and other investments in the city of St. Louis.

It is possible in the brief space at command only to allude to other features of a business life whose thirty years of activity included and so largely influenced the early commercial history and subsequent growth of his adopted city.

His calm and sagacious judgment, united with singularly clear and quick perceptions, both as to men and as to the contingencies of business, peculiarly

qualified him for financial success, and for many years before his death Mr. Collier was by common consent regarded as the highest financial authority in St. Louis, and was often consulted as such by those in whose affairs he was not personally interested. For several years prior to its failure in 1837 he was one of the directors in the Branch Bank of the United States at St. Louis. In February, 1837, the Bank of the State of Missouri was chartered, in which the State was a large stockholder, appointing a majority of the directors. In December, 1840, Mr. Collier was elected one of the directors who represented the private stockholders, and continued to fill that position for six years, having been twice re-elected, but declined a third re-election in 1846.

By an act approved Jan. 12, 1831, was incorporated the first insurance company in St. Louis, under the name of the Missouri Insurance Company, the name of George Collier heading the list of incorporators, and for many years of its successful career he was one of its most important members. It was characteristic, however, both of his self-reliance and his customary good fortune—if the result of wise and watchful management is to be called good fortune—that he rarely insured his own property at all, though he not unfrequently underwrote risks for others as a private person.

As already stated, the shipment of lead from St. Louis southward and eastward was a very important part of its early commerce. Part of the lead thus shipped was for many years returned to the West in the shape of white lead from Eastern factories, but between 1837 and 1850 the manufacture of white lead and of oil from the castor-bean was established in St. Louis. The well-known firm of Charless & Blow were among the pioneers of this industry. In 1850 their factory was destroyed by fire, and the heavy loss thus sustained threatened the business with ruin. But it was re-established by the incorporation, in September, 1851, of the Collier White Lead and Oil Company, to the capital of which Mr. Collier was the largest single contributor, the active management remaining in the hands of the Hon. Henry T. Blow. The prosperous career of this important industry has more than verified the anticipations of those who, like Mr. Collier, believed that the future prosperity of St. Louis would depend largely upon her manufactures.

In 1845 was held at Memphis the first Inter-State River and Harbor Convention, an assemblage made famous by the presidency of John C. Calhoun. It was Mr. Calhoun himself who—in reference to the question of constitutional power on the part of the Federal government to make such improvements—

there first applied to the great rivers of the West a designation which instantly became famous, that of "inland seas." It was more than a picturesque phrase: it was an argument in a word, it was the solution of a grave constitutional question. At this convention the commercial interests of St. Louis were represented by a delegation of twenty-five of her most prominent citizens, of whom George Collier was one.

He was also a member of the first board of directors of the Missouri Pacific Railroad, having been one of those who first met for the purpose of organizing and procuring its incorporation.

In February, 1851, the Mercantile Library Hall Association of St. Louis was incorporated by special act for the express purpose of erecting, and soon after did erect, for the use of the St. Louis Mercantile Library Association, the large building at the southwest corner of Fifth and Locust Streets, still occupied by the latter. In this public enterprise Mr. Collier took great interest, not only subscribing liberally, but giving still more important advice and assistance in planning and prosecuting the work.

He was for many years a trustee of the Second Presbyterian Church, of which the Rev. Dr. William A. Potts was the eminent and beloved pastor.

It is not within the purpose of this sketch, even did its limits permit, to dwell upon the personal qualities which not only commanded the highest respect and confidence of his associates and of the community at large, but won the tender affection of those who knew him best. Always gentle and courteous in manner and of few words, his demeanor even under trying circumstances was singularly calm and self-possessed, while his conduct indicated great promptness and decision of character. His accurate judgment of men has already been mentioned. To this was united a cordial and sympathetic interest in young men who proved themselves worthy of confidence, which in many instances, long held in grateful remembrance, showed itself by timely and generous aid in money and credit. No trait of his was recalled more warmly by those from whom these reminiscences have been obtained than the frequent and liberal assistance afforded by him, often unsought, to those whose character was his only security.

Mr. Collier's political affiliations were always with the Whig party. If he had ever indulged any aspirations for public life, the uniform and overwhelming preponderance in Missouri of the Democratic party would have rendered them hopeless. He was always averse, however, to notoriety of any sort, and uniformly declined or avoided even the temptation to leave the quiet walks of private life.

Early in 1852 his health, which had long been delicate, began to fail steadily, and a lingering illness terminated in his death at his house in St. Louis on the 18th of July, 1852, at the comparatively early age of fifty-six.

Mr. Collier was twice married. His first wife, Miss Françoise E. Morrison, whom he married on Jan. 1, 1826, at St. Charles, Mo., died Aug. 30, 1835, leaving a daughter and an infant son. In 1838 he married Miss Sarah A. Bell, eldest daughter of the late William Bell, of Pittsburgh, Pa., who still survives him. Of this marriage five sons and one daughter survived him. Both daughters are still living in St. Louis. The elder in 1857 became the wife of Henry Hitchcock, a leading member of the St. Louis bar. The younger in 1866 married Ethan A. Hitchcock, then a partner in the American house of Olyphant & Co. in China, where he continued to reside till his retirement from that firm in 1872. Since 1875 he has resided in St. Louis, holding high positions of business trust.

Five sons of Mr. Collier attained manhood, only two of whom now survive. One of these, William B. Collier, is a resident of California. The other, Maurice Dwight Collier, was admitted to the bar in St. Louis in 1869, and has since pursued his profession with diligence and promise of success. During part of this time he was a diligent and influential member of the City Council, and in 1876 was elected a member of the board of freeholders, thirteen in number, who framed the present city charter of St. Louis.

The works of the St. Louis Lead and Oil Company were erected in the spring of 1865, and are located on North Second Street at the corner of Cass Avenue. In addition to the manufacture of white lead, the company gives a large share of attention to producing litharge, red lead, linseed-oil, castor-oil, and cotton-seed oil. The works consume annually the enormous amount of one thousand tons of pig-lead, in addition to fifty thousand bushels of castor-beans, one hundred thousand bushels of flaxseed, and forty-five thousand bushels of cotton-seed. The works of the company alone cost nearly two hundred thousand dollars, and have a frontage of nearly six hundred feet on Second Street. They have eighteen stacks, holding each five thousand pots and forty thousand pounds of metal. As many as eighty-five men are given employment at these works, to whom the company pay about sixty thousand dollars annually.

The Southern White Lead and Color Company erected its works in the fall of 1865. They are situated at the corner of Main and Lombard Streets. The company devotes its attention almost wholly to the

production of white lead, and its brands, like those of all other St. Louis works, have already gained an enviable reputation, especially throughout the Southern and Southwestern States. Its lot has a frontage of two hundred and fifteen feet on Main Street and one hundred feet on Lombard Street. The works have twenty stacks of a capacity of five thousand pots each, ten pounds of lead to a pot. The consumption of pig-lead is twelve hundred tons yearly, the supply being obtained from Missouri, Iowa, Wisconsin, and also Germany. The product of the Granby mines in Missouri is as highly esteemed as that of any other State in this country or of Europe, but good metal is not always to be had in large enough quantities at home, and hence the company is compelled to go abroad.

Iron.—"Here is the centre of the world's trade, here is the future metropolis of the world's empire, in the favored child of the mighty valley of the Mississippi, *the City of the Iron Crown.*"¹ This declaration ceases to be hyperbole when St. Louis is regarded as the centre of that iron region "where they have enough ore (iron) to run one hundred furnaces for one thousand years." With Iron Mountain, Pilot Knob, Shepherd Mountain, Simmons' Mountain, and thousands of other deposits to glut the forges of the future, St. Louis cannot fail to become the grandest iron work-shop in the world. "Concentrated in a limited area, surrounded on all sides by the grandest agricultural district of the globe, with unlimited supplies of coal, with timber and water-power unsurpassed upon the continent, with a genial climate and healthy homes for the operatives, and their food cheaply produced almost at their doors, with the world for a market, and transportation facilities for reaching its most distant point, it is not difficult to see a prosperous future for a section so happily situated and so richly endowed," and even exaggeration seems impossible in forecasting the future prospects of a city which is the centre and the commercial and manufacturing metropolis of a country so favored with natural advantages.

As early as September, 1814, D. Stewart, on Main Street, adjoining the store of T. Hunt & Co. and opposite the dwelling of William C. Carr, "manufactured all kinds of cut nails, brads, sprigs," and sold them at the following prices: 6*d.*, 7*d.*, 8*d.*, 10*d.*, 12*d.*, and 20*d.* at twenty cents per pound; 4*d.* at twenty-five cents per pound. He sold the best quantity of bar-iron at fourteen cents per pound, or twelve and a half cents by the ton. The establishment of iron

foundries in St. Louis, it is believed, antedates the mining of the ores, and may be regarded as having been begun in 1817, when Lewis Newell landed in the then thriving village and commenced the business of blacksmithing, giving special attention to the making of edge tools. His fame soon spread abroad as a great axe-maker. At this time St. Louis was an important centre of the fur trade of the West; the demand for wolf-traps, beaver-traps, and squaw-axes was very considerable, and Newell soon made a specialty of the manufacture of these implements, the production of a good quality of which brought him at once wealth and a wider fame. About that time, too, the old French cart began to be superseded by the Yankee wagon, all the cast-iron hub-boxes for which had to be brought from Pittsburgh, as indeed all other iron castings. Then it was that the idea of founding first entered the brain of the first St. Louis founder. Newell saw that if he could make the hub-boxes he could make a wagon out and out, thus saving a heavy expense in their manufacture and adding greater facility to their production, an improvement much to be desired by the farmers and settlers around St. Louis. Newell racked his brain for a plan to overcome the inconvenience of having to import wagon-boxes. He was not a practical iron founder, but his genius and indomitable courage made up for the want. Having completed a pattern, he went to work with a common blacksmith's forge to make wagon-boxes, and melted his iron and moulded them with perfect success. This was the first melting of iron west of the Mississippi River. For four years Newell proceeded with this slow process to turn out boxes for the wagons he made.

In October, 1828, Samuel Gaty arrived in St. Louis, in company with John A. Morton, Jr., and a young Welshman named Richards. When they arrived in St. Louis there was no foundry in the city. There was, however, a frame building which parties from Cincinnati had erected with the intention of starting a foundry, but not being able to work the coal, had abandoned the project. In this building, near Second and Cherry Streets, Gaty and his friends started a small foundry; but the partnership (for which Gaty furnished the cash capital) was not fortunate, and in a few months Gaty and Morton were induced to sell out to Col. Martin Thomas, who subsequently leased the works to Peter McQueen, of New York. Gaty was out of work for a while, for McQueen had a poor idea of Western mechanics, and preferred (as he said) skilled men from the East, yet on two occasions Gaty showed his aptness and skill in a remarkable way. McQueen was asked to make a new

¹ Address by Charles P. Johnson, of St. Louis, before the State Immigration Convention, April 13, 1880.

shaft for the steamer "Jubilee." He said his men could make the pattern and mould one, but, having been used only to a eupola, could not well melt the iron in an air-furnace. Gaty, however, undertook the job of melting the iron, and got a fine casting. But it was then found that there was not a geared lathe in the city to turn the shaft with. Gaty was again appealed to, and with two cog-wheels he very soon rigged up sufficient power to turn the shaft by hand.

In the spring of 1830, Scott & Rule, then the largest merchants in St. Louis, and also among the largest property-holders, proposed building a foundry for Lewis Newell, they to hold the concern in their name, Newell having failed in business and being at the time insolvent. After completing his agreement with Scott & Rule, Newell wrote to Samuel Gaty, who had gone to Louisville, Ky., to return to St. Louis and enter into business with him. Gaty accepted, and in November, 1830, came back to St. Louis, and superintended the building of the foundry, the money for which was furnished by Scott & Rule. A site for the foundry was selected on the west side of Main Street, between Cherry and Morgan, and during the winter Gaty prepared the foundation for the intended building, and in the spring he, with his own hands, dug up the fire-clay for the bricks for the furnace, moulded them himself, and built the furnace, which was finished in the spring of 1831. On July 4th he took the first heat, and the first castings were for Capt. John C. Swon, of the steamer "Carrollton," and were of excellent quality. Gaty & Newell worked the furnace for a while with great success, but it was destined to a short life, for in the winter of 1831-32, Scott & Rule became involved, and made an assignment to James Woods, of Pittsburgh. This swept everything from Gaty & Newell. But young Gaty, undismayed by misfortune, and with a determination that could not fail of any reasonable undertaking, rented the foundry from Woods and went to work; and from that time fortune smiled on him, as it always does on brave, industrious men who are determined to succeed. Newell had an interest in the concern. The business prospered and the foundry was increased in capacity, making all kinds of engines and machinery.

In 1832, Felix Coonce became a partner in the foundry, and the firm was known as Gaty, Coonce & Co. In 1833, Newell sold his interest to Capt. Beltzhoover, and in 1840, Beltzhoover sold again to A. H. Glasby. In 1841, Coonce sold his interest to John S. McCune, who came from Pike County, Mo., where he had just sold out a mill and country store, which he bought with money the proceeds of the sale

of a vein of lead ore that he had recently struck at Galena. The firm was then styled Gaty, McCune & Co.

In 1849, Gerard B. Allen was admitted to the firm, which then became Gaty, McCune & Co. Later, James Collins, William H. Stone, and Amos Howe were admitted, and this firm continued until July, 1862, when it dissolved, and Gaty and McCune retired from the foundry business.

In all these changes Mr. Gaty, although surrounded by very capable men, was at the head of the establishment and was its controlling mind. He started with a little air-furnace of four tons' capacity, and presided over the development of a business which in a few years grew to enormous proportions, the foundry being in its day one of the most extensive manufacturing establishments of its class in the whole valley of the Mississippi, and occupying a whole square, bounded by Main, Second, Cherry, and Morgan Streets. Much of this block of land Mr. Gaty still owns, and it is covered with large and costly buildings.

After the retirement of Mr. Gaty in 1862, James Collins, who had been connected with the establishment since 1833, with the exception of a brief retirement in 1860, became one of the principal proprietors and manager of the works.

Mr. Collins had been employed in the capacity of foreman and superintendent until 1853, when he bought the remaining interest of Mr. Glasby, and the success that attended this foundry is in no small measure the result of Mr. Collins' unwearying labors in its superintendence.

James Collins was so thoroughly identified with the iron interests of St. Louis that a brief sketch of his career will not be out of place. He was born in Canada West in the year 1818, and at nine years of age was left an orphan, without friends, means, or education. He was apprenticed to the firm of Sheldon & Dutcher, iron founders, of Toronto, where he soon mastered the business of founding and engine-building. At the age of sixteen he came to the United States, and soon after started a small foundry in Buffalo for Judge Williamson, and superintended it for about four months, when he was taken with the Western fever, came to St. Louis in 1833, and commenced work for Gaty, Coonce & Co. in their foundry, with which firm he was identified for twenty-eight years, in 1853 (as stated) becoming a part owner. Under this partnership the foundry was run until 1860, when Mr. Collins retired, and in July, 1862, the copartnership of the firm expired by limitation, when its affairs were wound up and the fixtures

and machinery sold, Mr. Collins becoming one of the chief purchasers, eventually putting the machinery, patterns, etc., into the Broadway Foundry, with which he afterwards became connected.

In 1837, Hudson E. Bridge arrived in St. Louis, and in company with Messrs. Hale and Samuel S. Rayburn began the manufacture of plows. Mr. Hale dying soon after, the business was continued by Bridge & Rayburn, and the department of stoves and hollow-ware was added. In a short time French Rayburn, a younger brother of Samuel S. Rayburn, came to St. Louis and was admitted into partnership with Bridge & Rayburn, which caused a marked increase in their business.

French Rayburn was born in Montgomery County, Va., Jan. 5, 1815. His ancestors, who were of Scottish origin, settled in the north of Ireland several centuries ago. His grandfather on the paternal side emigrated from Ireland and settled in Virginia in the latter part of the seventeenth century. James Rayburn, the father of French Rayburn, was a prominent citizen of Montgomery County. He was for many years judge of Probate Court, was sheriff of the county, and held other positions of public trust. He died in December, 1814, some two or three weeks before the birth of his son French. His wife, Nancy Watterson (*née* Shanklin), at the time of her second marriage was mother by her first husband of one child, William S. Watterson, who was the father of Harvey M. Watterson, who represented Tennessee for many years in the lower house of Congress, and the grandfather of the brilliant Henry Watterson, of the *Louisville Courier-Journal*. She died in the month of July, 1835, venerable in years and the mother of twelve children, only one of whom, the youngest, French Rayburn, is still living. Mr. Rayburn acquired the best education the times afforded in the excellent schools of Bedford County, Tenn. His business life began at Nashville, Tenn., under the care and direction of his brother Samuel, who was of the firm of Mitchell & Rayburn, and after the dissolution of that firm, and when he was seventeen years of age, Robert and James Woods (who were near relatives), of the firm of James Woods & Co., took him into their house, and manifested a father's interest in him. They were engaged in the banking business at Nashville, and also owned and operated the extensive Cumberland Iron-Works, under the firm-name of Joseph Woods & Co. In 1833 they opened an iron house in St. Louis for the sale of the products of their iron-works, and placed Samuel S. Rayburn, an elder brother of French Rayburn, in charge. French, however, won their esteem and con-

fidence to such an extent that in 1834 they sent him to St. Louis and associated him with his brother in the management of the iron house.

Samuel S. Rayburn was one of the most prominent and successful business men of St. Louis. He was a director for many years, vice-president, and during the absence of its president, John B. Smith, in Europe acting president of the famous old State Bank of Missouri, of which Robert A. Barnes was afterwards president. He founded the house of Bridge, Rayburn & Co. (associating with him Hudson E. Bridge and Titus Hale), for the manufacturing of stoves, etc. He died in Bedford County, Tenn., in 1849. His daughter Victoria, an only child, was reared and educated by Mr. and Mrs. French Rayburn, and was married to Lieut. George R. Bissell, a son of the late Capt. Lewis Bissell, of St. Louis, who now resides in Oakland, Cal.

French Rayburn married in May, 1841, Catherine, eldest daughter of Samuel and Margaret (*née* Beltzhoover) Stacker. Samuel Stacker was born in Pennsylvania, near Philadelphia, and was of German parentage. He removed to Pittsburgh, where he married Miss Margaret Beltzhoover, whose parents, also of German extraction, belonged to one of the prominent families of Pennsylvania. He built the first bridge over the Cumberland River at Nashville, and afterwards, in connection with his brother John, erected and operated the Lafayette Furnace, on the Cumberland River, in which business he amassed a fortune. He and his brother sold their furnace property in 1834, and purchased of Joseph Woods & Co. an interest in the Cumberland Iron-Works, near Fort Donelson, the firm becoming Woods, Stacker & Co. Samuel Stacker had entire charge of the rolling-mill and furnaces, and by his practical and careful management brought the works to a higher state of efficiency and prosperity than they had ever attained before.

He died Dec. 28, 1859, at the close of a successful and honorable life, and lies buried beside his wife at old Lafayette Furnace, Tenn.

In 1842, Mr. Rayburn retired from the management of the iron house in St. Louis, and in the following year moved to the farm where he now resides, which he had purchased in 1842. He has resided continuously on this farm, with the exception of two years (from 1845 to 1847), during which he built the Stacker Company Furnace, on the Cumberland River, Tennessee, and manufactured pig-iron.

Mr. Rayburn had four children,—Samuel S., born Dec. 14, 1842; Cora Rebecca, born Dec. 10, 1844; Mary Elsie, born Oct. 30, 1854; and Catherine French, born Aug. 17, 1860. Cora died Dec. 30, 1859, at



French Rayburn

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the age of fifteen, and Mary Elsie Jan. 7, 1869, aged fourteen. Their loss, just as they were budding into beautiful womanhood, was a severe blow to their parents. Mrs. Rayburn died April 26, 1881, after a lingering illness of over a year, and is buried in the family lot in Bellefontaine Cemetery. Her character was both strong and gentle, and her retired disposition made her home life remarkable for wifely and motherly virtues. In society she exhibited the culture of a refined lady and the virtues of a Christian woman.

Mr. Rayburn has always been a pronounced Democrat, but never a politician, only once consenting to hold elective office, when, in 1858, he served as a member of the Missouri Legislature, which was notable for its frequent adjournments and extra sessions, during the incumbency of Governor Robert Stewart. He held the position of chairman of two committees,—Banks and Corporations and Committee on Accounts. During the war he was elected a director of the State Bank, which position he declined.

For twenty-five years he has been a member of the Southern Methodist Church of Bellefontaine, holding many positions of trust, and contributing liberally towards its maintenance.

He is sixty-eight years of age, and a fine representative of the pioneers to whose honor and keeping was confided the destiny of St. Louis City and County.

In 1837 all manufactures of iron were brought from the Ohio River. Hudson E. Bridge, however, conceived that the cost might be lessened by having the plates manufactured on the Tennessee River and put together in his own shop, and this was the first innovation. But this did not satisfy him. With only the experience in iron manufacture acquired in Springfield, he determined to make the plates in St. Louis, and in 1838 a little foundry was established in connection with his store. Old stove dealers warned the young man, then only twenty-eight years of age, of his folly in endeavoring to compete with the older manufactures of Cincinnati, and of the failure that must inevitably follow. But Mr. Bridge soon found that by careful economy the cost of manufacture was less than the cost of bringing from the East. At this time he was his own foreman and salesman by day, and his own book-keeper at night, and though of very humble pretensions in comparison with the establishment of to-day, the foundation was thus laid of the Empire Stove-Works, which was destined to become one of the largest and best-known manufacturing enterprises of the Mississippi valley.

In the year 1842, Mr. Bridge associated with him

his younger brother, Harrison Bridge, and the firm of Bridge & Brother was established. His brother's death in 1850 left him again alone for several years. In 1857, John H. Beach, who had been for several years connected with the house, was admitted as an associate, and the firm of Bridge, Beach & Co. has continued to the present time.

The foundry of Hudson E. and Harrison Bridge was located in the northern part of the city, but in 1847 it was removed to the corner of Main and Almond Streets.

About the time of the establishment of the stove-works of Hudson E. Bridge, Philip Kingsland removed to St. Louis, and in 1844 built the Phœnix Foundry and Machine-Shop at the corner of Second and Cherry Streets, for the manufacture of cooking-, coal-, and parlor-stoves, tin-plate, etc. From this small beginning has grown one of the largest manufacturing establishments in the United States.

Philip Kingsland, now the head of the great Kingsland & Ferguson Manufacturing Company, was born at Pittsburgh, Pa., March 31, 1809. His father was a well-known manufacturer in the iron business, and conducted the largest establishment there. Philip was sent to the village school, for Pittsburgh then was not much more than a village, and at the age of fifteen the boy's education, such as it was, was completed. His father then placed him in his shop, where he learned the business, beginning at the very bottom. Mr. Kingsland says he was "put through" the trade without being shown any favor as the son of the proprietor, but, on the contrary, was treated with the utmost strictness. The discipline, if harsh, was very useful, and so well did the boy profit by it that at eighteen he had the whole charge of the shop, embracing the supervision of over one hundred and fifty men. Although a mere stripling, he managed affairs so well that he was continued as superintendent for several years. Meanwhile he had visited St. Louis two or three times, and finally, in 1835, no longer able to resist his pioneer spirit, he removed to St. Louis and built a large iron foundry and machine-shop on Broadway, which he managed for several years. The first firm was Kingsland, Lithner & Cuddy, but this partnership was of brief duration, Mr. Cuddy withdrawing and Kingsland & Lithner continuing for perhaps twenty years. Their business grew to immense proportions, and became one of the most prominent and important industries of St. Louis. At last Kingsland & Lithner sold their establishment, good will, etc., and soon after the works burned down.

Mr. Kingsland next engaged in the manufacture of agricultural implements at the corner of Second and

Cherry Streets. The firm was Kingslands & Ferguson, the partners being himself, his brother George (now dead), and David K. Ferguson. Here, too, signal prosperity rewarded his efforts.

Mr. Kingsland finally withdrew from the active management of these works, and removed to Carondelet in 1869, where he organized the Kingsland Iron-Works, being president of the company, and built the two blast furnaces which now comprise a part of the famous Vulcan Steel-Works. These were put into successful operation, but a change of management occurring, Mr. Kingsland returned to St. Louis in 1871 or 1872, and resumed his place as a member of the firm of Kingsland & Ferguson. He subsequently effected a reorganization of the concern under the title of the Kingsland & Ferguson Manufacturing Company, under which name the establishment is still known, its present officers being Philip Kingsland, president; D. K. Ferguson, vice-president; Elliot Douglas, secretary; L. D. Kingsland (a nephew of Mr. Kingsland), treasurer.

Nearly fifty years have elapsed since Philip Kingsland arrived in St. Louis and established himself in business, and they have proved to be years of steady and astonishing success. It is gratifying to be able to state that Mr. Kingsland's prosperity is the result of watchful devotion to business, and of honest and straightforward dealings. Half a century spent in a career in which there is no flaw or stain is something certainly to be proud of, and Mr. Kingsland may not only enjoy the abundant fruits of a business wisely planned and honestly conducted, but may be happy in the consciousness that his integrity has earned him a high place in the regard of the community. He is now at the head of one of the largest manufactories in the West. It occupies nearly a whole block in North St. Louis, embraces expensive buildings, complete and costly machinery, immense stocks, etc., and requires the use of vast capital and the employment of hundreds of hands,—a monument of no ordinary character to the energy, ability, and skill of its founder.

In 1846, John T. Dowdall started the Washington Foundry, on Second Street, between Morgan and Green. The firm was at one time styled Dowdall, Carr & Co., and afterwards Dowdall, Page & Co.

In 1846, Palm & Robinson started the pipe foundry on Souldard and Second Streets, and in 1852, it is said, constructed the first locomotive ever made in the West, but, unfortunately for St. Louis, William Palm was too honest to compete with the foundries of the East, and the construction of locomotives was not encouraged here. It is conceded though that Mr. Palm built a good, serviceable locomotive.

In 1846 the Garrison Brothers started the Eagle Foundry, on Main Street, between Carr and Biddle, conducted it several years, and sold it to Renfrew & Crozier. Mr. Renfrew died in 1861, and the establishment passed into the hands of the surviving partner, Alexander Crozier.

The extensive works of Buck & Wright were established in 1849, but did not commence manufacturing until April or May, 1850, when they began to operate with thirty-five men, moulders, laborers, etc., included. Their operations were then confined to a small establishment, but they gradually increased their facilities and capacities, by the extension and enlargement of the area of their works, until they covered an entire block and gave employment to one hundred and thirty men, comprising sixty-six moulders and sixty-four other mechanics and laborers. To this firm, it is said, belongs the credit of inventing and making glass doors to their Buck cook-stoves, of which they also claim to be the inventors. It was the leading cook-stove manufactured at their establishment, and attained a wide-spread popularity. They also made twenty-nine other kinds of cook-stoves, the leading wood-stove being the "Brilliant," of which alone they made fifteen different varieties, and of the "Peerless" nine different varieties. Their leading coal cook-stove was the "Paragon," of which they manufactured thirteen different varieties, and of other stoves they made twenty-five different varieties.

In 1849, Giles F. Filley started the Excelsior Stove-Works. A writer, speaking of the works in 1869, says,—

"These works, now ranking among the first in the country, were commenced in the early part of the year 1849, and the manufacture of stoves commenced in September of that year. For four years the business was confined to a small establishment, and necessarily compelled to meet many perplexing difficulties; but in 1853 the increase of the business was so great that an addition and extension of the shops became necessary, and a moulding-room, eighty by one hundred and twenty, and a four-story warehouse were erected, much to the surprise of many people, who thought it a rash and foolish venture, arguing that it was impossible to make stove manufacturing a successful or profitable business in St. Louis. But time and experience, the great arbiters of all earthly affairs, have clearly demonstrated the fact that it was not a rash venture, but a most successful financial enterprise, and one which has done as much to develop the practical importance of St. Louis as a manufacturing point as any other enterprise ever undertaken. And now, instead of being confined to narrow quarters, it extends over an area of 37,000 square feet, gives employment to 255 operatives in its various departments, and involves a weekly cash outlay of \$4916, or, reckoning a month at four and one-third weeks, \$21,303 a month, or \$255,636 annually, and is perhaps among the largest, if not itself the largest, in the United States. It now melts from 27 to 30 tons of iron per day, or a weekly aggregate of 175 tons. But just here it will be proper to remark that only about two-thirds of the iron melted is turned out in



Philip Kingsland

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perfect castings. The other third results in scraps or 'grates,' to use moulders' parlance, and is remelted and recast from day to day. It is estimated that since starting in September, 1849, up to Nov. 1, 1869, it has consumed a little over 50,000 tons of iron. From the time the foundry commenced operations in 1849 to Jan. 1, 1850, there were made 644 stoves of all kinds. In 1852, the first year of the run of the Charter Oak stove, its leading cooking-stove, their manufactures amounted to 12,680, of which 2619 were Charter Oaks, and as the popularity of these stoves increased so increased their manufacture of them, and the whole may be summed up in the following tabular statement to the present time. It will be noticed, however, that in 1857, when there was a financial panic, and during the war, there was a slight falling off in this as in all other kinds of manufactures:

Year.	Total.	Charter Oaks.
1849.....	644	.....
1850.....	5,977	.....
1851.....	10,906	.....
1852.....	12,608	2,619
1853.....	14,850	4,785
1854.....	18,441	6,643
1855.....	25,305	11,141
1856.....	29,387	12,548
1857.....	28,385	10,804
1858.....	18,718	6,595
1859.....	22,764	7,144
1860.....	21,599	7,366
1861.....	10,334	3,183
1862.....	16,422	4,795
1863.....	18,231	5,546
1864.....	15,660	5,556
1865.....	23,488	8,066
1866.....	24,258	9,445
1867.....	18,245	11,548
1868.....	31,507	13,347
1869, 11 months ending Nov. 30.	33,334	16,864
	<hr/>	<hr/>
On hand Dec. 1.....	5,776	1,565
Total production.....	416,917	149,560

"During the years 1864-66, while the government law imposing a tax of three dollars per ton on melted iron remained in force, the Excelsior Manufactory paid a yearly average of the one-twenty-second part of all revenue derived from that source, as follows:

" In 1864.....	1.17½ parts.
In 1865.....	1.18 "
In 1866.....	1.28 "

"Until the present year nearly all the iron used at the Excelsior Works was brought from points outside of the State;—Ohio, Pennsylvania, and Tennessee,—but the establishment of furnaces in our own State and city has worked a very desirable change, as it tends to keep all the outlays for iron, except for the Scotch pig, at home among our own people. This outlay for iron was no inconsiderable item, as last year the works of which we write paid out over eighty thousand dollars to the iron manufacturers of Ohio alone, to say nothing of the amount paid to the manufacturers in other localities. This year they have not purchased or used a single ton of American iron produced outside of Missouri, and after giving it a fair test, pronounced it superior to any other iron ever used for stove manufacturing purposes. The only foreign purchases are of Scotch iron, which, as heretofore remarked, is of a softer, more fluid nature, and when mixed with the Missouri iron, which is very strong and, to use a foundryman's words, 'does not run sharp enough to bring out the nice designs and ornaments,' obtains the quality desired.

"The stoves manufactured at the Excelsior Works find a market in Missouri, Kansas, Nebraska, and other adjoining

States, in Louisiana, Mississippi, and Texas, New Mexico, Colorado, Montana, Utah, and wherever else St. Louis commerce extends.

"From the 1st of January to the 30th of November of the present year their sales of stoves and the necessary materials to put on the fixtures reached within a small fraction of \$1,250,000, while it is supposed that in the five stove foundries in operation in St. Louis there is invested no less than \$1,500,000.

"The power that drives the machinery to carry on the manufacturing department of the Excelsior Works is supplied by an engine of eighty-five horse-power, with sixteen and a half inch cylinder of four-foot stroke. The machinery which it propels may be enumerated as follows: Two cylinder-blowers, one burr millstone, one sand-mill, three coal-mills, seven drills, one iron-turning lathe, one wood-turning lathe, three circular saws, one planing-machine, ten cleaning mills, seven emery-wheels, two hoisting-machines, and four grindstones. Besides this it furnishes the power for moving the iron cars used for hauling coal and iron up to the cupola. There are two furnaces, the blast for which is carried from the cylinder-blower, one of them an eighteen-inch pipe three hundred feet long, and the other one a sixteen and a half inch pipe two hundred and forty feet long.

"We have stated that the Excelsior Stove-Works give employment to two hundred and fifty-five persons, and on further inquiry we learn that these two hundred and fifty-five employes are classified and paid an average of weekly wages as follows:

Class.	No.	Wages.	Total to Each Class.
Draughtsman.....	1	\$24.00	\$24.00
Pattern-makers.....	3	18.00	54.00
Flask-makers.....	4	18.00	72.00
Iron pattern fitters.....	4	17.00	68.00
Moulders.....	112	22.00	2464.00
Mounters.....	38	15.00	570.00
Cleaners.....	18	14.00	252.00
Blacksmiths.....	4	15.00	60.00
Engineers.....	1	22.00	22.00
Laborers, teamsters, etc.....	54	14.00	756.00
Clerks.....	13	30.00	390.00
Superintendents.....	3	60.00	180.00
Total.....	255		
Total weekly expense for labor.....			\$4916.00"

The start of Giles F. Filley was made in rather a small way, the employes numbering twenty-five moulders and about twenty men in other departments. These works have been extended and enlarged from time to time until they now (1883) employ two hundred and thirty moulders and about three hundred and twenty men in other departments, five hundred and fifty in all at the works proper, which cover two large blocks in North St. Louis. In 1865 the works were incorporated into what is known as the "Excelsior Manufacturing Company," and the business now includes the furnishing of tinner's supplies as well as the making of stoves, and the whole number of employes is about six hundred and fifty.

The Missouri Stove-Works were established in 1865, but did not fairly commence business until January, 1866. During the four years succeeding their manufactures made the following exhibit:

1866.....	2,380	1868.....	6,400
1867.....	3,850	1869.....	7,500
Total.....			20,130

or 5032 annually. The Missouri Stove Foundry is now located on Second Street, northeast corner of Palm.

The Western Stove Manufacturing Company was organized and a charter obtained in 1868, and manufacturing operations commenced in October of that year. The stock was owned and the labor principally performed by mechanics and laborers. It combined the manufacture of iron railings and castings for agricultural implements with that of stoves. The works are still in successful operation.

In this sketch of the St. Louis stove manufacturing interest and its extent we have dealt altogether with the leading establishments, but from them sufficient information has been obtained to show the importance and magnitude of the business as well as its influence upon the commercial interests and population of the city. The amount of capital invested in this one branch of trade exceeds \$1,650,000. In 1882 there were nine establishments engaged in this branch of manufacture, employing 1555 hands, whose products were valued at \$2,695,000.

The first bar of iron made out of pig-metal in Missouri was made on Cedar Creek (Washington County) in May, 1825, and the first blooms were made in 1832. Though ore was abundant and easily smelted, the great expense of transportation in a new and thinly-settled country soon induced the abandonment of the enterprise; and Dr. Litton states that "the next blast furnace was probably erected in 1828, by Mr. Massey, in Crawford, which has been in successful operation up to the present time."¹

In 1850, Messrs. James Harrison & Co. purchased from Capt. James Bissell a large tract of land in the northern section of the city, a short distance above Bremen, and began the erection of an extensive rolling-mill and nail-factory. The building was about two hundred and thirty-four feet long and one hundred and thirty feet wide.

James Harrison, one of the pioneers in the development of the iron trade of St. Louis, was born in Bourbon County, Ky., in October, 1803, and was the son of John Harrison, a farmer of that region. John Harrison's family came to this country from the north of Ireland at an early day, and his wife was of English lineage. Mr. and Mrs. Harrison had ten children, James being the second of several sons, all of whom became wealthy. Capt. William M. Harrison is now one of the most successful merchants and bankers of Texas.

James Harrison spent his early years on a farm,

and enjoyed such moderate school advantages as his section afforded. In 1822 he removed to Missouri and settled in Fayette, Howard Co., where for several years he engaged successfully in mercantile pursuits with James Glasgow. He early showed uncommon aptitude for business. Among his successful ventures of this period was the shipping of stock to St. Louis, and several times he went with a flat-boat of stock from St. Louis to New Orleans. In 1830 he married Maria Louisa, daughter of Joel Prewitt, of Howard County, Mo., and sister of Mrs. William N. Switzer and Dr. Prewitt, of St. Louis. This excellent lady died in St. Louis in 1847.

During 1831 and 1832 he visited Chihuahua, Mexico, for trading purposes, and led a busy and stirring life, not unfringed with personal danger. On one occasion his party was pursued, and eleven out of the thirteen were caught and scalped.

From 1833 to 1840 he was a merchant in Arkansas, and conducted business in several towns simultaneously, meeting with the most flattering success. He was still in partnership with Mr. Glasgow, under the style of Glasgow & Harrison.

In 1840 he removed to St. Louis, which city he henceforth made his home. He had "prospected" over a large portion of Missouri, and the immense mineral wealth of the State was earlier and better known to him than to most others. His knowledge on this subject convinced him that the development of these treasures would inure immensely to the advantage of St. Louis, and would prove a source of fortune to the individuals who engaged therein. He therefore formed connections with men of great wealth and business capacity, and began active operations in this new field. In 1845 he became a partner in the firm of Chouteau, Harrison & Vallé, a house which eventually took the very highest rank in the business circles of the West, and contributed largely not only to establish the iron interests of St. Louis, but also to enhance the general reputation of its entire manufacturing and mercantile community.

The immense wealth of the Iron Mountain had for generations excited the cupidity of men, but it was reserved for Mr. Harrison to develop its treasures. In 1843 he became a third-owner of the Iron Mountain property, and in 1845 organized the "Iron Mountain Company," consisting of James Harrison, Pierre Chouteau, Jr., and F. Vallé, of St. Louis; C. C. Zeigler and John Scott, of Ste. Genevieve; F. Pratt, of Fredericktown; and August Belmont, S. Ward, and Charles Mersch, of New York. The development of this industry was attended by numerous and costly experiments, but eventually the unwearied faith and

¹ Franz Mayer was the first to cast bells in St. Louis, in 1851.



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energy of Mr. Harrison and his associates overcame every obstacle, and their business has grown until they have come to be reckoned among the largest producers of iron in the world.

James Harrison was a staunch defender of home interests, and gave a ready ear to every enterprise that promised to be of public utility. He was an earnest friend of railroads, and not long after the formation of the company to work the Iron Mountain property inspired the organization of the Iron Mountain Railroad Company, and was one of its directing minds for several years. He was a director in the Missouri Pacific, and when that road was bought from the State he was one of the principal parties who negotiated the seven-million-dollar loan.

In all these large transactions there never attached the slightest suspicion to Mr. Harrison's name, and such was the confidence placed in his honor and judgment that he readily secured the co-operation of the most eminent men of the city in his undertakings. On the other hand, he was always ready to assist others in their meritorious projects. He possessed a rare knowledge of men, as was evinced by the conspicuous success of most of those whom he chose as partners, friends, associates, and even employés,—men of great talent and unsullied honesty, who became noted in his enterprises for largeness of views, fertility of resources, and persevering energy.

Mr. Harrison toiled not for wealth alone, but also for the great and noble object of assisting to build up the city and State. He was a man of large heart and generous impulses, and the welfare of his employés engaged much of his time and attention. He caused to be built a handsome church for his tenants at Iron Mountain, and established schools for their benefit. An open-handed citizen, he figured in various charitable and other undertakings for the public good, such as the organization of the Bellefontaine Cemetery Association, etc., and seemed to realize fully that he was responsible to God and society for a good use of his riches.

In person Mr. Harrison was tall and stately, and his manner was grave and dignified, never tolerating a rude familiarity, but courteously inviting to known friends or those who had legitimate claims upon his attention. His habits were remarkably temperate, and enabled him to labor with unflagging industry under burdens which would have broken others completely down. The most conspicuous trait of his character was a "marvelous serenity under misfortune and absence of elation in periods of special prosperity."

Mr. Harrison died on the 3d of August, 1870,

after but two or three days' illness. His sudden decease shocked the community, and was mourned as a public affliction. He did not die before his time, and had lived to see many of his predictions regarding St. Louis more than fulfilled. He saw his favorite city double her population within the last decade of his life, while the increase was thirtyfold during his citizenship. As an observant man, he must have been conscious that some share of this wonderful progress was due to his labors.

Well has it been said of him, "The imperishable evidences of his labors and enterprises are stamped in unmistakable characters upon works more enduring than bronze or marble, and the ability with which he grappled the great commercial and manufacturing problems of his adopted State adds a lustre to a name that Missourians will always be proud to honor."

Edwin H., son of James Harrison, was born in 1836 in the town of Washington, Hempstead County, Ark., where his father was then conducting one of several mercantile establishments located at widely separated points in that State. In 1840, as we have seen, James Harrison sold out his Arkansas enterprises and removed to St. Louis with his family, of which Edwin, the subject of this sketch, was the first born.

In 1846, Edwin was sent to Ste. Genevieve, Mo., to a French school, in order that he might be better prepared for the training that was to follow. The next year, at the suggestion of Father De Smet, he was sent to the Jesuit College of Notre Dame de la Paix, at Namur, Belgium, where he remained until 1851, acquiring a good education and as thorough a knowledge of French as could be obtained by daily and uninterrupted practice.

Upon returning to St. Louis in 1851, young Harrison spent a part of the two succeeding years at Wyman's school, and in 1853 entered the Lawrence Scientific School, a department of Harvard University, Cambridge, Mass. Here for the first two years he made a specialty of mechanics and engineering, in which branches he graduated in 1855. Meanwhile he had attended the lectures of Professor Asa Gray on botany, and of the great Agassiz on zoology and geology. To use his own expression, he was "infatuated" with Agassiz, and after obtaining his diploma as engineer he went into Agassiz's laboratory as a special student, remaining for one and a half years. Of his intercourse with that wonderful man he never speaks except with emotion. One of his summer vacations was spent with Agassiz about Eastport, Me., and Grand Menan Island, studying the beauties and unraveling the mysteries of marine animal nature.

One of the interesting reminiscences of his student life with Agassiz may not improperly be given here. It was in the summer of 1855 or 1856, while spending his vacation at the private laboratory which was attached to Agassiz's summer residence at Nahant, that one day, after dinner, the professor appeared in the laboratory, holding a letter in his hand which he had just received, and exhibiting evidence of some pleasurable excitement in his countenance. The letter was an autograph note from Louis Napoleon, which, beginning with "You are a Frenchman," tendered him the chair of paleontology in the Jardin des Plantes, the highest scientific position in the gift of France; also a seat in the French Senate. It was a pardonable pride which lit up his countenance, but he did not hesitate a moment to reject such extraordinary honors, and his reply was immediately transmitted to the emperor. He declined the offer in such terms as were due to so distinguished a patron of science, and begged to assure the emperor that while it was true his ancestors were Frenchmen, he was a native of Switzerland, and still remained a citizen of that republic, and that he had come to America to spend the remainder of his days, pursuant to a resolution immutably decided on years before.

During some months in 1859, Mr. Harrison was engaged under the State geologist, Professor Swallow, in the geological survey of Missouri, and in 1871 he was appointed by Governor B. Gratz Brown a member of the board of managers of the Missouri Geological Survey, and continued to be reappointed and to hold the office until the end of the survey, under the incumbency of Governor Hardin.

From 1860 to 1862, Mr. Harrison lived in New Mexico as a Santa Fé merchant. Since 1865 he has been the president of various manufacturing and mining companies and other institutions, including the Iron Mountain Company, Laeclde Rolling-Mills (Chouteau, Harrison & Vallé Iron Company), St. Louis Smelting and Refining Company, the Manufacturers' and Miners' Association, Mercantile Library Association, St. Luke's Hospital Association, Missouri Historical Society, and others. He is also a director and actively interested in the Carbondale Coal and Coke Company and its associated lines of railroad in Southern Illinois, in the Harrison Wire-Works, the St. Louis Fair Association, and the Hope and Granite Mining Companies, whose valuable mines are located in Montana.

In 1867, before the founding of the city of Leadville, he, in the interest of the St. Louis Smelting and Refining Company, visited the famous California Gulch (on which the city is now located), and de-

termined to erect smelting-works there. This conclusion becoming known produced a rush of fortune-hunters, who located around the site he had selected for the furnaces, and before the Harrison Reduction-Works (whose erection he superintended in person) were completed, which was during the summer of that year, a population of several thousand adventurous souls had concentrated and named the town Leadville, because of the extensive discoveries of lead-bearing silver ores made in the neighborhood.

Mr. Harrison was made a Freemason in Montezuma Lodge, Santa Fé, in 1861. He is now a member of the Benevolent Order of Elks, and of the St. Louis Legion of Honor. He has been a member of the American Association for the Advancement of Science, and of the St. Louis Academy of Sciences for twenty-five years, and is also a member of the American Association of Mining Engineers, and other societies of that character, and various clubs.

Having enjoyed educational advantages of large extent and variety, it is proper to add that Mr. Harrison has proved one of the most intelligent and public-spirited citizens of St. Louis. Most of his enterprises have involved the employment of large bodies of men, and have embraced the solution of some interesting problems of transportation, particularly during the early days of Leadville. In this direction he has done much to advance the interests of this city, and has assisted others in doing much. Philanthropic and educational enterprises have found him a sympathetic and generous patron. For some years he has been a director of Washington University; and in 1878-79, his attention having been called to the desirability of incorporating the manual feature in education, he is said to have built and given to the university the building now occupied by the "Manual Training-School," and has been intrusted with the chairmanship of the board of managers of the school.

Mr. Harrison was married Nov. 13, 1873, to Miss Laura E. Sterne, of Glasgow, Mo. Two children, James and Louise, make up the family.

Mr. Harrison is a gentleman of tall physique and affable manners, and of a benevolent and enterprising disposition. He is unassuming and undemonstrative in his daily life, and is a modest recipient of the honors bestowed upon him so freely by his fellow-citizens. In social life he is esteemed by a very large circle of friends, who have learned to appreciate and esteem the sterling qualities which have caused him not only to be loved at his own fireside, but also admired and respected among his business associates as one of the most worthy citizens of St. Louis.

The *Republican* of Feb. 19, 1845, announced that



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"the company who now own this important mass of iron ore (Iron Mountain) have commenced operations in the erection of furnaces, and will in the course of the present year be fully under way," and on the 30th of October, 1846, the same paper added that "the first shipment of pig-iron from the Iron Mountain Company's works in this State, about four and a half tons, was received here Wednesday per steamer 'Mendota.' It was taken by Messrs. Gaty, McCune & Glasby, at whose foundry its quality will be tested. The works now in progress will, when fully completed, as we are informed, run from sixteen to twenty tons of pig-iron per day, and the supply of ore is inexhaustible."

On the 14th of the following November it was stated that "on Wednesday some pig-iron from the Iron Mountain in this State was for the second time tested, and that very thoroughly, at the foundry of Messrs. Kingsland & Lithner, of this city. It was found to be very malleable and easily filed, and was pronounced equal in all respects to the best Tennessee iron."

In 1853 the total consumption of coal was put down at two million eight hundred and thirty-seven thousand eight hundred and eighteen bushels,—one hundred and thirteen thousand five hundred tons,—of which only twelve thousand tons was used in the iron manufacture. But Mr. Hogan, writing at this time, was strenuously urging his fellow-citizens to press forward the iron industry and make the profit out of it which other communities were reaping the benefit of with resources not near so great.

"No country in the world," he showed, "of the same extent has so abundant and accessible supply of iron as Missouri. . . ."

"I say that our State and city should have the most extensive iron manufactures in the United States, and as evidence thereof it is only necessary to instance some of the vast formations of this metal in our State. And first of these formations I notice the Iron Mountain, situated in St. Francis County, about eighty miles south of St. Louis. This is one of the most wonderful metalliferous formations in the world, and, with the other vast bodies in its immediate vicinity, is worthy of the investigation of all lovers of science, all students of nature. The ore of the Iron Mountain covers an area of some five hundred acres, and is in the centre of a possession of twenty thousand arpens belonging to the same parties. It rises to a height of some two hundred and sixty feet above the general level of the country, and is estimated to contain above the surface over two hundred million tons of ore. Here is an object for laborers that is capable of supplying the demands even of English furnaces for generations without going below the general surface of the country. The ore is found in lumps from the size of pebbles of a few ounces to those of two or three hundred pounds in weight, and is gathered from the surface from base to summit to the extent of thousands of tons without any difficulty. The ore of this mountain, and, indeed, of those contiguous, is known as the *specular oxide*, and usually yields some sixty-eight to seventy per cent. of pure iron, and it is so free from injurious substances

as to present no obstacle to working it directly into blooms. The metal is so excellent that much of it, and also that from the Pilot Knob, is now used by the manufacturers on the Ohio for mixing with the ores found there, and is especially esteemed for making nails. There are now in operation at the mountain two blast furnaces, producing from one hundred to one hundred and twenty tons per month; a third one is building, and will soon be working, estimated to be capable of making sixty to seventy tons per week, which, when all completed, will produce from seven thousand to seven thousand five hundred tons of metal annually.

"These furnaces, as also the mountain and its complement of timber land, belong to Messrs. Chouteau, Harrison & Vallé, the owners also of the extensive rolling-mill in the upper part of the city. They do not contemplate the erection of any more furnaces at the mountain, but they expect to have in the southern part of the city both furnaces and forges on the completion of the Iron Mountain Railroad, and will bring up the ore, where they can have an abundant supply of coal with which to manufacture it. The amount of ore above the surface would seem to preclude the necessity of looking any deeper, nor, indeed, except as a matter of geological investigation, will it probably ever be necessary; yet the enterprising proprietors have been making some experiments in order to test the nature of the foundation on which their superstructure stands. And as the public may have some curiosity on this subject, and with a view of exemplifying the greatness of our mineral wealth, I have obtained the result of the borings made by their order alongside the base of the mountain. The shaft has already been sunk to the depth of one hundred and forty-four feet. In that distance they have fifteen feet of clay and ore, thirty feet of white sandstone, thirty-three feet of blue porphyry, and fifty-three feet of *pure iron ore*, in which they are still at work. How much thicker this vein is, of course, can only be known in the progressive investigation, but this is sufficient; the balance of the distance is composed of narrow layers of rock and gravel. Thus we see partly what is below the surface to the depth of only *one hundred and forty-four feet*; and this bed of iron ore would itself be immensely valuable, even if there was none above.

"Next to the 'Iron Mountain,' and only some six or eight miles farther from St. Louis, is another very remarkable formation known as the 'Pilot Knob,' which is also of iron. The Knob covers about the same area as the Mountain, but is more elevated; it is conical, and rises some seven hundred feet above the general surface, and is visible for many miles in every direction.

"The Pilot Knob is the property of Mr. Lewis V. Bogy and others, incorporated as the 'Madison Iron-Mining Company.' They own some twenty-five thousand acres of land, including the Knob, the Shepherd Mountain, and some eight other valuable iron deposits, all in the same vicinity in Madison County, some eighty-five or ninety miles south of St. Louis, on the line of the Iron Mountain Railroad.

"These several deposits, although in the immediate vicinity of each other, materially differ in their characteristics, and produce iron adapted to various purposes, and each of them dissimilar in some particulars from the metal at the Iron Mountain, so that very good quality of iron may be easily produced in Missouri by such admixtures as may be found desirable.

"The Madison Company have now at work four steam-engines; one of these is used to operate a saw-mill, the others are connected with the iron-works. They have now in operation one blast furnace, and are building another on a more extended scale. When this is completed they will make some twenty tons of metal per day. They have also a forge working eight fires, and making blooms direct from the ore, about twenty-five

tons per week, and also making some bar-iron. The ore is quarried out of the side of the hill some three hundred feet above the surface, and now presents the remarkable appearance of an iron wall, some fifty feet high by about two hundred feet long, and the ore of same richness rises as high as the top, and doubtless sinks deep beneath the foundation of the Knob."

Professor Swallow, State geologist of Missouri, says of the iron-fields of this State that

"if Missouri will work up her iron and coal she may become as powerful and rich as England. She has more territory and better soil, more and better iron, and quite as much coal.

"People who work iron partake of its strong and hardy nature. They move the world and shape its destinies. The region tributary to St. Louis has far more of the very best varieties of iron ore than can be found available for any other locality in the known world, and the facilities for working these vast deposits are unsurpassed. The country is well watered, timber is abundant, and all is surrounded by inexhaustible coal-beds. These facts alone will make St. Louis the great *iron mart* of the country."

In commenting upon the various ores and oxides of this metal accessible to Missouri, he says of the *specular oxide of iron* that it is one of the most abundant and valuable ores in the State. Iron Mountain is the largest mass observed. It is two hundred feet high and covers an area of five hundred acres, and is made up almost entirely of this ore in its purest form. The quantity above the surface of the valley is estimated at two hundred million tons. But this is only a fraction of the ore here, as it descends to unknown depths, and every foot of the descent will yield some three million tons. Veins of this ore cut the porphyry at the shut-in, the location of the first iron furnace erected in this region. Fine beds of this ore were also found at the Buford ore-bed at the Big Bogy Mountains, at Russell Mountain, at the James Iron-Works, and other localities in Phelps County, and in sections two, three, ten, and eleven of township thirty-five, range four, west in Dent County, on the Southwest Pacific Railroad, and in several other localities in that county. There are several important deposits in Crawford, Phelps, and Pulaski Counties.

The *silicious specular oxide* exists in vast quantity and very pure in Pilot Knob, interstratified with slates and porphyry. The Shepherd Mountain abounds in *magnetic* and *specular oxide*. Pilot Knob and Iron Mountain, it is estimated, could furnish a million tons of manufactured iron per annum for two hundred years, all suitable for casting, for Catalan blooms, and Bessemer steel.

Bog-iron abounds in the swamps of Southeast Missouri.

Hematite ores are generally distributed over the southern part of the State, enough to supply many generations.

Spathic ore, very pure, is found in numerous large beds among the tertiary deposits.

Adjoining States possess large iron deposits immediately available for the industries of St. Louis.

But the most extensive iron-bed yet observed is on the Missouri River, cropping out in the bluffs on both banks of the river for a distance of more than twenty-five miles. These beds are on the river, and many million tons could be mined and put on boats for less than one dollar per ton, and the expense of carrying to St. Louis down stream would be very small.

Other localities might be mentioned, but we have shown the position of enough of the various varieties of iron ore to supply any possible demand of any possible manufacturing city for the next thousand years, and all is so located as to be tributary to St. Louis.

"The simple fact that such quantities of iron ore do exist," says Professor Swallow, "so near, and in places so accessible, will compel this young and vigorous city to become the *iron mart*. The iron furnaces at Iron Mountain, Pilot Knob, Irondale, Moselle Works, James Works, St. Louis, and Carondelet, fifteen in all, with a capacity of one hundred and thirty thousand tons, and two rolling-mills with a capacity of forty thousand tons, and the numerous foundries and machine-shops, are the growth of a few years, a mere beginning of the great work of utilizing our iron ores. These will increase in a rapid ratio until a hundred furnaces pour forth the molten metal, a score of mills roll it into rails and bars and plates, and a hundred foundries mould it into the ten thousand shapes and forms demanded by human industry. Then shall we see the millennium of iron men, and our people be prepared to appreciate the value of our iron-beds."

This was written in 1870, since which date the prediction has in part been realized.

One of the most active and energetic spirits in the development of the Iron Mountain property was the late distinguished merchant and valued citizen Jules Vallé. Mr. Vallé was the grandson of Col. Jean Baptiste Vallé, Sr., the last Spanish and French commandant of the port of Ste. Genevieve, in Upper Louisiana, and was the son of John B. Vallé, Jr., of the firm of Menard & Vallé, the oldest house in the Mississippi valley. He was born in Ste. Genevieve, Mo., Jan. 15, 1819, and graduated in 1840 or 1841 at the Catholic Theological Seminary called the "Barrens," located near Perryville, Mo. Shortly afterwards he was, despite his youth, appointed superintendent of Vallé's mines, in St. François County, Mo., which position he filled about two years. He then became associated with his uncle, Felix Janis, in the dry-goods business at Ste. Genevieve, the firm bearing the name of Janis & Vallé, successors to the old house of Menard & Vallé. On the 17th of January, 1843, he

was married to Miss Isabella Sargent, of Ste. Genevieve. In 1852, having become one of the owners of the Iron Mountain Company, he removed to St. Louis to take the position of secretary of the company, and shortly afterwards was elected vice-president. He was also a partner in the firm of Chouteau, Harrison & Vallé, and at the death of James Harrison in 1870 became president of the Iron Mountain and Chouteau, Harrison & Vallé Companies. He also originated the scheme for the organization of what became the Vulean Steel-Works, in Carondelet. When he became connected with the Iron Mountain Company the annual product was only three thousand tons of iron, and when he died it was three hundred and fifty thousand tons. As one of the pioneers in developing the mineral resources of the Iron Mountain region, he performed inestimable services to Southeastern Missouri, and his labors naturally tended to the immediate advantage of St. Louis, in whose prosperity he took a deep interest, as was shown on numerous occasions when her interests seemed at stake. He was a director in the Mechanics' Bank and the St. Louis Mutual Insurance Company.

Mr. Vallé was a gentleman of generous impulses and social disposition. He died March 3, 1872, leaving a wife and seven children.

In 1856, Henry Cobb¹ estimated the yearly products of the iron manufactures of St. Louis as averaging \$5,000,000, and stated that there were thirty iron-works in St. Louis; that the five oldest works, viz.: Mississippi Foundry of Gaty, McCune & Co., Broadway Foundry of Kingsland & Cuddy, Eagle Foundry of Clark, Renfrew & Co., Empire Stove-Works of Bridge & Brother, and Excelsior Stove-Works of Giles F. Filley, together employed 870 men, and paid for wages \$450,000; that the value of their products was \$1,900,000, and that the thirty iron-works of St. Louis employed 2266 men, and paid wages amounting to \$1,000,000.

Notwithstanding the vast coal and iron deposits contiguous to the city of St. Louis, the development of the iron interest is of comparatively recent date. The great difficulty that impeded the iron furnace business was in the character of the coal. The history of the Carondelet Furnace will illustrate the embarrassments and disappointments which attended the smelting business. This furnace was erected in 1864, near the first station in Carondelet. When finished it was leased in November, 1864, to A. M. Brown, of Pennsylvania, who ran it for three months, using a coal got out at Dry Hill, St. Louis Co. The iron

produced was poor and meagre in quantity; the enterprise did not pay and was abandoned, and the furnace lay idle till some time in 1866, when it was leased by J. H. McKernan, of Indianapolis, who commenced running it with a coal taken up at a place called Brazil, in Indiana. It was operated for six months with indifferent success by McKernan, and in January, 1867, Mr. Lilly, of Pennsylvania, bought an interest, and the furnace was kept going by them till July, 1868. Then Lilly sold out to T. A. McNair and William Speer, who took hold of it with an energy that showed a determination to work out the problem of its capacity to make iron. McNair caused several changes to be made in the furnace, which, although Mr. McNair was not what would be termed "an iron man," turned out to be very valuable improvements to the furnace, increasing its yield and the quality of the iron produced.

The year 1868, when Mr. McNair took charge of the furnace, was the year in which the Board of Trade of St. Louis aided in developing the Illinois coal from near Springfield, in Sangamon County, to Big Muddy, in Jackson County, by furnishing nine thousand dollars to secure an experiment in the manufacture of iron at the furnace in Carondelet, "which experiment has resulted in complete success and given a new impulse to the iron business of Missouri, and has already directed additional hundreds of thousands of dollars to the investment in furnaces and iron-works in Jefferson and St. Louis Counties."²

Prior to the experiments on Big Muddy coal the mining of iron had reached important figures.

Up to 1850 the total production of pig-metal in the State was estimated to have been nearly 40,000 tons, and the amount of iron mined about 100,000 tons. From 1850 to 1860 the amount of pig-metal is estimated to have been 110,000 tons, and the amount of ore mined to have been about 310,000 tons. From 1860, and including 1869, the amount of pig-metal made was about 210,000 tons, and the amount of ore mined 615,000 tons (more than double the amount of the previous decade), of which about 300,000 tons were shipped out of the State, principally to the Ohio River, the yield and strength of fibre rendering it desirable to mix with the ores "raised" in Pennsylvania. In two years of the last decade—1870-71—the amount of pig-metal produced was about 150,000 tons, or only 60,000 tons less than in the whole of the previous decade, and the amount of ore mined about 550,000 tons (only 75,000 tons less than the entire product of the preceding ten years), of which about

¹ Western Journal and Civilian, vol. xv. p. 202.

² Industrial Interests of Missouri, by Henry Cobb, 1870.

290,000 tons were shipped outside of the State, the shipments including lots to Indiana and Tennessee, as well as to the Ohio River, one small consignment having even gone to Scotland.

Considerable additions were made in 1869-70 to the iron-works in South St. Louis, and the Lewis Iron-Works were completed, as well as the South St. Louis Works. The different establishments in operation in 1870, with their capacities, were:

The Kingsland Works, 2 furnaces; capacity, 68 tons per day.

The Lewis Iron Company, 2 furnaces; capacity, 68 tons per day.

The South St. Louis Company, 2 furnaces; capacity, 68 tons per day.

The Carondelet Iron Company, 1 furnace; capacity, 16 tons per day.

The amount of metal produced was about twenty-eight thousand tons, of which one-half was sold in St. Louis, and the balance taken at Chicago, Evansville, and other points.

Establishments embraced under the head of machine-shops and foundries are not only numerous but do a large business, and the operations of 1882 were on the whole quite successful. The manufacture of heavy machinery is increasing greatly, and the work turned out here is as fine and satisfactory as that of any city in the country. Most of the powerful snag-machines now being made use of by the United States government in removing obstructions from Western rivers were built in this city, as well as the vessels on which they are operated. The heavy cotton-compressing machinery used here and all through the South is the product of St. Louis shops, as well as cotton-seed oil and hydraulic presses. Much of the machinery of the Crystal Plate-Glass Company's works was made in St. Louis. The finest engines, and in fact every variety of iron products, are turned out. All of the leading shops also operate foundries of their own. As yet the manufacture of mining machinery is in its infancy at this point, and, in view of the fact that St. Louis is so well situated for supplying the camps, there is a good opening here for capitalists who may wish to invest money in mining-machinery works. Immense quantities of this machinery are sold here, but the dealers buy elsewhere. The number of machine-shops and foundries in St. Louis in 1882 was 27; number of hands employed, 2067; capital invested, \$994,000; value of product, \$3,855,000.

About 1849, Joseph W. Branch purchased the St. Louis Saw-Works from the firm of Messrs. Childs, Pratt & Co., by whom that branch of saw manufacturing had been recently introduced in St. Louis, and

in 1853 he finally settled in the city, where he has lived continuously for a period of thirty years. His firm was originally organized under the style of Branch, Crookes & Frost, but on Mr. Frost's retirement in 1857 the business remained in the hands of Mr. Branch and his brother-in-law, Joseph Crookes, under the firm-name of Branch, Crookes & Co. This latter name it has continued to bear, notwithstanding the fact that Mr. Branch in 1872 purchased the interest of Mr. Crookes, and has been sole proprietor ever since that time. From the moderate beginning which prudence required to be made, the special industry in which Mr. Branch engaged has been steadily developed until it has attained to very large proportions, and the acknowledged excellence of its manufactures has won for the firm an enviable reputation throughout the country.

Joseph W. Branch was born in that portion of Yorkshire, England, described in the first chapter of "Ivanhoe." His birthplace, Rotherham (to use the language of Sir Walter Scott), lies "in that pleasant district of Merry England which is watered by the River Don, where existed in ancient times a large forest, covering the greater part of the beautiful hills and valleys which lie between Sheffield and the pleasant town of Doncaster. The remains of this extensive wood are still to be seen at the noble seats of Wentworth, of Wharnccliffe Park, and around Rotherham. Here haunted of yore the fabulous Dragon of Wantley; here were fought many of the most desperate battles during the civil wars of the Roses; and here also flourished in ancient times those bands of gallant outlaws whose deeds have been rendered so popular in English song."

Born of the purest stock of the old Saxon Franks, Mr. Branch inherited the qualities of his race in singular distinctness, as the spirit of adventure in his earlier years, and the energy, tenacity, and indomitable steadiness of his maturer life have proved; but the best successes which he has achieved are partly due to a circumstance which seemed at first to be a great misfortune. In his early childhood he gave no promise of the robust physical development which he subsequently reached; indeed, he was so delicate in health that he was deprived of the privileges of school education, and thus it happened that an accomplished mother was his only teacher. From her he learned the elements of a thorough English education, and the abundant legends and ballad stories of the North country in which they lived. From her also he learned the infinitely more important lessons of honor, veracity, fidelity, and simple but practical religion by which his life has been directed.



Joseph W. Branch

Mr. Branch's father had established a manufactory in Rotherham, and the delicate child naturally became interested in mechanical pursuits. While yet a mere lad he was permitted to enter the counting-house of the Globe Works, at Sheffield, rather as an experiment than with any serious expectation of his learning the business; but from that time he began to outgrow the feebleness of his childhood, and speedily exhibited so uncommon a capacity for affairs that when he was only seventeen years of age he was in actual charge of several departments of the large and intricate business of the Globe Works. In 1844, when he was only eighteen, he received a striking proof of the confidence of his employers. They had a large trade with America, which they had conducted through their American correspondents, until the volume of their business in this country had required them to establish a branch house and a factory in New York City. These were already in existence, but they were not working satisfactorily, and young Branch was sent to take charge of them. Unfortunately, however, he found them in the hands of men who were greatly his seniors, and who were not disposed to carry out the views of so young a chief, and after two years, failing to secure the co-operation to which he was entitled, the lad resigned his position.

Then began the adventurous part of Mr. Branch's life. By advice of his father, he spent several years in traveling through various parts of the United States, and in 1848 made quite a remarkable journey through Mexico, which might readily furnish material for a writer of romance. That country was in a fearfully disturbed condition when Mr. Branch, who was then only twenty-two years of age, undertook to explore it. He organized a company of sixteen resolute men, and with this small force, well mounted and well armed, rode from Vera Cruz to Mazatlan, on the Pacific; thence he went to San Francisco, and spent the greater part of 1849 in that city and in occasional visits to the mines which had been opened in California. Returning to the East in 1849, Mr. Branch engaged in business in St. Louis, as heretofore stated.

In view of his own success in business and his standing in the community, it was impossible that Mr. Branch should escape a multiplicity of duties, in which his labor and influence were needed by his friends and fellow-citizens. Hence, besides the important positions of president of the Illinois and St. Louis Railroad and of the Madison County Ferry Company, and vice-president of the Mechanics' Bank, which he now occupies, he has been called upon to hold many trusts, and to fill many positions of the greatest importance and responsibility. Nothing,

however, has been permitted to interfere with his devotion to the interests of the innumerable benevolent institutions and enterprises to which he has given his aid, with hand, purse, and influence, to an extent which is hardly credible. Nothing which had any claim to his support as a man or citizen has been refused the best service he could render it. As president of the St. George's Society, he has lent timely aid to hundreds of poor emigrants; to the various orders of the Masonic fraternity he has rendered yeoman's service; to St. Luke's Hospital he has been munificent in gifts and earnest in every form of support, and in the co-operative societies which have for their object the relief of the widows and orphans of their members he has worked with all the enthusiasm and tireless energy of his nature.

At a time when the society known as the Knights of Honor was comparatively weak in the State of Missouri, Mr. Branch threw himself into it with results that were at once apparent. He was for two years called to preside over it as its chief officer in the State of Missouri, and its progress while under his administration was such as to astonish its most sanguine adherents. In the St. Louis Legion of Honor, which is an order of similar plan and purpose to the Knights of Honor, he holds an influential position; and in all the charities of St. George's Church, of which he is the senior warden, Mr. Branch is looked to as a hearty sympathizer, an earnest worker, and a munificent contributor. It is an open secret that when the new and beautiful edifice of St. George's had been advertised some years ago for sale by the sheriff to pay a heavy debt of the parish, amounting to some sixty thousand dollars, more than half the sum required was contributed by two individuals, one of whom was Edwin Harrison, and the other was Mr. Branch. Grace Church is also under obligations to him for gifts amounting to thousands of dollars. In his religious views Mr. Branch is an Episcopalian of the old-fashioned High Church sort, with a strong leaning towards the Broad Church school. His religion, however, is of a practical rather than a theoretical kind. As the senior warden of his parish, he is the valued adviser of his rector, in the council of the diocese he exerts a great influence, and in every diocesan enterprise he is one of those to whom his bishop looks for strong and wise co-operation.

In his political views Mr. Branch's position is thoroughly independent. During the civil war he felt it to be his duty to give an unequivocal and undivided support to the Union cause, but he could never bring himself to regard the Southern people in the light of enemies. In the miseries which the war

occasioned his "charity recognized no uniform," and when the flag of the Confederacy was furled, one of his first thoughts was to send relief to suffering districts of the conquered South. Owing to his course in this respect, in a border State and in a more than semi-Southern city, Mr. Branch's pronounced Unionism never caused the least breach between him and his Southern neighbors. Since the war he has been repeatedly urged by representative men of both political parties to permit them to nominate him for high public office, but to these solicitations he has steadily refused to listen. He is content, and has good reason to be content, with the private station which he has made for himself, and in which, while still in the full vigor of manhood, he enjoys the comforts of an ample fortune and the blessings which attend a well-regulated life.

It would hardly be right to close this sketch, for which the materials have been gathered from many sources, without referring to Mr. Branch's exceptionally happy domestic life. It was in 1857 that he contracted a marriage, from which the element of romance was not absent, with Annie Clark, second daughter of Matthew Clark, of Cusworth, Yorkshire, England. Mr. Clark was a gentleman farmer of ancient family, farming his own land as well as land rented from one of his neighbors. His estate was not far from Rotherham, where Mr. Branch was born, and was quite near to "the pleasant town of Doncaster," where some of Mr. Branch's relatives resided. An attachment, of which the young people were hardly conscious at the time, for Miss Clark was then a very young girl at school, was followed several years later by a correspondence, which at length led to their marriage. Mr. Branch's most partial friends consider it no derogation from his merits to say that the noblest and most generous features of his honorable life have had their inspiration at the fireside of a happy home. In her own sphere Mrs. Branch is as well known for her charities and personal service to good works of all sorts as her husband is in his. Their family consists of three sons and four daughters. Their oldest son, Joseph Clark Branch, has reached his majority, and is actively engaged in the business of his father's firm.

According to the census of 1870, the mining industry of St. Louis County showed the following statistics:

	Hands.	Capital.	Wages.	Material.	Products.
Iron, forged.....	401	\$1,007,143	\$330,000	\$826,750	\$1,455,000
" anchors and chains	20	20,000	21,000	25,750	60,000
" nails and spikes....	47	142,857	30,000	237,250	294,000
" railing, wrought....	28	37,000	18,600	28,710	79,500
" pigs.....	734	880,000	700,000	813,000	1,945,000
" castings.....	146	95,000	120,300	445,620	659,050
" stoves, etc.....	1564	2,762,500	1,174,194	1,416,775	2,937,950

In 1880, St. Louis *City* received 1,800,000 tons of coal, four and one-half times as much as the *county* consumed in 1870; the receipts of iron ore were 173,307 tons; of pig-iron, 116,240 tons. The number of establishments in the iron industry was 41; number of hands, 4444; capital, \$8,733,500; wages, \$1,751,107; material, \$4,744,630; product, \$8,101,915. The future value of this industry may be inferred from the following facts: St. Louis has as much *capital* in the iron manufacture as Philadelphia, thirty-three per cent. more than Chicago, and double as much as Cleveland, while the *profits* at all three of these cities were nearly double those at St. Louis, showing that the latter city is chiefly working to expand and develop a great industry and not to realize an immediate large profit upon it. Ex-Mayor Overstolz, in his address before the State Immigration Convention in April, 1880, thus spoke of the growth and the prospect of this industry,—

"That the inexhaustible deposits of iron ore in the State of Missouri, and the abundance of our coal supply should have led to extensive furnaces, rolling-mills, foundries, and iron- and steel-works of all kinds in the city of St. Louis is not surprising. An immense industry has been developed within a period of ten or fifteen years, and notwithstanding the general depression of the iron trade during the last few years, it is to-day one of our most important departments of manufacture. The iron business includes so many branches, viz.: the manufacture of pig-iron and its conversion into bar-iron, to steel, to castings, and the making of articles of iron, such as engines, machinery, stoves, etc., all made from the original pig-iron or bars, that it is difficult, in the absence of official statistics, to calculate the amount invested in the industry. The result of inquiries instituted by myself into the operation of the trade seems to show that the amount of capital at present invested in the business in this city is nearly \$8,700,000, and the value of production, in view of the recent advance in prices, about \$11,745,000. This includes boiler-making, furnaces, rolling-mills, machine-shops, mill machinery, nuts and bolts, wire and wire-goods, etc., and I have no doubt the aggregate stated is below the real volume of the trade. The present revival in iron manufacture and profitable prices will soon greatly increase the business in this city, owing to our favorable situation for supplying all parts of the city and our boundless supplies of ore and coal. This one industry in itself possesses wonderful possibilities of development and of increasing our municipal wealth, because it is one that must expand with the increasing population and settlement of the country. It is a business that rests upon the basis of a great staple article of human use, one that is absolutely necessary in every step of commercial progress, and this unquestioned truth renders its extension in this city a matter of certainty. Within a distance of less than one hundred miles, and connected by railroads, exists abundance of the best kind of ore; on all sides of us and within a radius of thirty miles are immeasurable coal deposits, and these facts, in connection with the capital and the manufacturing and shipping facilities by river and rail available here, make it evident that the future extension of the trade must be felt most immediately and powerfully at St. Louis."

The charcoal-iron furnaces in 1874 were as follows:

Furnaces.	Capital.	Capacity. Tons.
Pilot Knob.....	\$1,000,000	12,000
Iron Mountain.....	1,000,000	12,000
Irondule.....	300,000	7,000
Maramee.....	300,000	6,000
Scotia.....	250,000	7,000
Moselle.....	250,000	6,000
Gasconade.....	.....	.....
Total.....	\$3,100,000	50,000

STOVE-COAL AND COKE FURNACES.

	Capital.	Capacity. Tons.
Vulcan.....	\$250,000	25,000
Missouri.....	250,000	25,000
South St. Louis.....	250,000	25,000
Carondelet.....	150,000	8,000
	\$900,000	110,000

ROLLING-MILLS.

	Capital.	Capacity. Tons.
Laclede.....	\$500,000	10,000
Vulcan.....	200,000	40,000
	\$700,000	50,000

The annual value of the products of these works was about \$7,300,000.

According to the reports made to the Merchants' Exchange, the receipts of pig-iron at St. Louis from all sources during 1882 amounted to 105,432 tons. From the most reliable information obtainable the production of pig-iron in the furnaces of the city during the year, and not included in the above, was 114,930 tons, or a total of 220,362 tons. The shipments for the year were 53,951 tons, leaving about 166,411 tons for local consumption, supposing the stocks on hand at the close of 1881 and 1882 were equal. The following statement shows the consumption of pig-iron in the different iron-melting establishments in the city last year, the information having been obtained from the several proprietors:

	Tons.
Six stove-works.....	13,300
Three agricultural implement works.....	4,200
One steel rail works.....	84,000
Three car-wheel works.....	13,000
Four rolling-mills.....	18,300
One gas- and water-pipe works.....	12,000
Six machinery building foundries.....	10,350
Four architectural iron works.....	1,875
Eight miscellaneous works.....	6,800
Total, thirty-six establishments.....	163,825

The blast furnaces which are operated by St. Louis capital are not all located in the city, but as the business is all or chiefly done here, and so much of the product comes to this market, they can, by rights, be classed as St. Louis enterprises. There are eight stacks of coke- and coal-blast furnaces in Missouri, and four stacks of charcoal furnaces. Of the former, all are located in this city and Carondelet, and there are two stacks of the Meier Furnace near East Caron-

delet, in Illinois, immediately opposite the city. The St. Louis Ore- and Steel-Works at Carondelet are mammoth concerns, and in the same suburban town are located the works of the South St. Louis Iron Company. The Missouri Furnaces, the South St. Louis Furnaces, and the Meier Furnaces are all operated by the Missouri Furnace Company. The Midland Furnace, in Crawford County; the Nova Scotia Furnace, in Dent County; the Pilot Knob Furnace, in Iron County; and the Sligo Furnace, in Dent County, are all operated by St. Louis companies. They all produce Bessemer pig, the most of which is converted into steel in St. Louis.

To recapitulate: Bituminous coal or coke furnaces, ten stacks; annual capacity, 224,000 net tons. Charcoal furnaces, four stacks; annual capacity, 57,500 net tons. Total number of furnaces, fourteen stacks; total annual capacity, 281,500 net tons. Total product for 1882: coke-iron, 114,930 tons; charcoal-iron, 45,123 tons.

Number of furnaces.....	14
Number of hands employed.....	1,400
Capital invested.....	\$1,775,000
Value of product (average \$25 per ton)	\$4,001,325

There are six rolling-mills and steel-works in St. Louis. The Vulcan was built in 1872 as an iron-mill, but was changed to steel-works in 1876. During 1882 the Vulcan consumed 100,000 tons of pig-iron, producing 90,000 tons of steel rails. The other works include the Granite Iron-Rolling Mills, the Laclede Rolling-Mills, the Helmbacher Forge and Rolling-Mills, the St. Louis Steam Forge and Iron-Works, and the St. Louis Bolt- and Iron-Works. In addition to these, the Harrison Steel Company are erecting mammoth steel-works at Harrison, Ill., which will be included in the industries of St. Louis as the capital is supplied. From the best estimates the number of hands employed by the seven mills last year was 3475; capital invested, \$5,825,000; value of product, \$10,730,000.

The following statistics show the development of the iron and kindred trades from 1877 to 1881, inclusive:

Iron and Steel.

	Tons.
Receipts in 1881.....	56,231
" 1880.....	50,720
" 1879.....	48,419
" 1878.....	.....
" 1877.....	34,646

Nails.

	Kegs.	shipments.....	Kegs.
Receipts in 1881.....	534,227	"	548,494
" 1880.....	601,795	"	486,396
" 1879.....	575,538	"	487,157
" 1878.....	.....	"	.....
" 1877.....	510,590	"	499,518

Iron Ores.

	Tons.		Tons.
Receipts in 1881.....	173,307	shipments.....	105,901
“ 1880.....	316,200	“	94,458
“ 1879.....	211,879	“	87,148
“ 1878.....	.....	“ .....	.....
“ 1877.....	115,886	“	52,229

Pig-Iron.

	Tons.		Tons.
Receipts in 1881.....	116,440	shipments.....	75,230
“ 1880.....	83,132	“	95,570
“ 1879.....	70,876	“	85,148
“ 1878.....	.....	“ .....	.....
“ 1877.....	46,094	“	32,751

Railroad Iron.

	Tons.
Receipts in 1881.....	99,347
“ 1880.....	45,135
“ 1879.....	40,993

Owing to the great diversity of iron manufactures it is impossible to give the exact figures of this vast industry in St. Louis, but a general idea of its magnitude may be obtained from the statement that in the manufacture of iron and steel castings, bolts, nuts, washers, rivets, and wrought railing thirty-seven firms are engaged, which have a capital invested, in buildings, grounds, machinery, etc., of over \$8,000,000, and provide employment for 4370 persons. The business transacted annually amounts in value to \$8,424,000, and the wages to \$1,900,251. Besides the above, four firms are engaged in the manufacture of architectural and ornamental iron-work, employing forty-four hands, and transacting a business of over \$80,000 per annum, and there are a number of firms engaged in the sale of iron and steel products, whose transactions are estimated at over \$6,000,000 per annum.

Few people in St. Louis have an adequate idea of the magnitude of the railroad interests which have centred at this point within the past twenty years, and of the immensity of those kindred interests which depend upon the development of this kind of transportation. When a new road is built, everybody knows that it must be ironed with rails from some mill, but few are aware that a vast amount of other material besides iron or steel rails enters into the construction of a railroad, or that when built it takes a great variety of costly things to fit up the engines, equip its cars, and keep them running; yet such is the case, and now the business of furnishing railway supplies is one of the leading ones of the country. It follows that, as St. Louis is a great railway centre, the business here is very great; and yet many readers of this work will no doubt be surprised to learn that one of the largest concerns of this kind in the world is located here, that of M. M. Buck & Co.

Myron M. Buck, the founder of this colossal establishment, was born in Manchester, N. Y. He came

of a well-known and influential family. His grandfather was one of the pioneers in that region, being a member of the “Holland Land Purchase,” a company which bought the whole of Western New York, a section aptly denominated the “Garden of the State,” where their descendants still live, enjoying in wealth and elegant comfort the results of the labors of their far-seeing and sagacious ancestors. The grandfather settled at Canandaigua Lake, and here his son succeeded him, and became owner of a cotton- and woolen-mill, which he managed successfully, and here M. M. Buck was born and reared. In the practical atmosphere of a mill-owner's life he gained, it may be supposed, the practical bias which has distinguished his career and has made it so successful.

Young Buck received a common-school education, but the school privileges of that period were very meagre, and he soon exhausted them. At the age of eighteen he left his father's house to make a living for himself. After visiting several towns in Western New York, and paying a visit to Toronto and other Canadian places, he drifted to New York City, where he was employed in a manufacturing establishment, but soon determined to go into business for himself, and in pursuance of that object went West. He spent three years in Chicago, and in 1858 removed to St. Louis, where he opened a modest establishment for the manufacture of car trimmings, etc. He labored amid many and great disadvantages, such as want of capital and influential friends, but, undismayed, he plodded steadily along, honestly and faithfully giving his business his personal attention, and pushing it in every quarter, until he soon obtained a recognized footing, and was enabled to establish a depot for the sale of all kinds of railway supplies. This was the pioneer establishment of the kind in the Mississippi valley, and only the second one in the West. It has not only been the first in point of time, but it has been foremost, also, in the magnitude, variety, and boldness of its operations, and it is stated that it is the largest house but one in this field in the country.

The headquarters of the railway supply house of M. M. Buck & Co. are at 209 and 211 North Third Street, St. Louis, where it occupies two six-story buildings, each embracing an area of thirty-five by one hundred and fifty-six feet. It uses, also, two other large buildings for manufacturing and storage purposes. In the manufacture and handling of goods about two hundred hands are employed, and it supplies most of the leading Eastern houses with articles of its own make, while, on the other hand, it is the



M. M. Buck.

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sole Western representative of some of the most extensive manufacturing establishments in this country. More than one hundred railways are its constant customers, and its operations cover literally the whole western hemisphere, from Canada to South America.

Mr. Buck attributes this marvelous success solely to his close and careful attention to business, which has been of a character and magnitude to engross his time, and he has declined numerous solicitations to engage in other enterprises and to permit the use of his name as a candidate. But in matters affecting the progress and prosperity of St. Louis he has always been wide awake and public-spirited, and has ever been found one of the most generous supporters of worthy public enterprises. In church affairs and in social circles, as among his business associates, he enjoys the esteem of all who know him, and is regarded as one of the representative men of St. Louis.

The number of establishments engaged in the business of furnishing railroad supplies in St. Louis in 1882 was 11; number of hands employed, 1560; capital invested, \$981,000; value of products, \$1,925,000.

The trade in stoves, tinware, and house-furnishing goods has long given St. Louis especial prominence throughout the Western and Southern States. In 1881 there were nine firms engaged in the wholesale trade, with a business aggregating five million five hundred thousand dollars per annum, and ninety-five firms engaged in the retail trade.

The saws produced in St. Louis have a very high reputation; in fact, there are none enjoying a higher one. Most of the mammoth saw-mills in the Wisconsin pineries and other portions of the Northwest are provided with St. Louis saws, and the same may be said of the South and Southwest; and it is claimed that St. Louis would not stand at the head of cities possessing the largest number of saw-mills, as she does, if it were not for the excellence of the cutting tools used. There are few wood-working establishments west of the Mississippi River that do not use St. Louis made saws. In connection with the manufacture of saws these establishments also make all of the machinery, both iron- and wood-work, for saw-mills, and complete outfits are furnished, including boilers, engines, etc., ready to put the saws at work cutting lumber. There are but two establishments in the city that manufacture saws, but there are several that manufacture saw-mill outfits. The number of establishments last year was five; number of hands employed, 175; capital invested, \$350,000; value of product, \$500,000.

There are half a dozen or more concerns in the city which make boilers exclusively, and the business of 1882 was much better than it was even during the previous year. The excellence of the work done in the boiler-works of St. Louis has established a good trade, and employment is given to nearly five hundred hands at good wages. There is no part of the Western country where St. Louis boilers are not in use, and there is no river or navigable stream in the West where the steamboats are not driven by power generated in St. Louis made boilers. These boilers are also used in thousands of industrial establishments in all parts of the country, in breweries, mills, coal-mines, sugar refineries, factories, etc. The year's operations showed that there were eight boiler-factories running; number of hands employed, 435; capital invested, \$140,000; value of product, \$565,000.

There are seven establishments in the city engaged in the manufacture of agricultural implements, giving employment to four hundred and seventy-five hands last year, and producing articles that are well known all over the country, besides reflecting the greatest credit on the manufacturers. St. Louis manufactures more agricultural implements than Pittsburgh, Cincinnati, or Cleveland, and owing to the vast territory to be supplied in future from this market and the splendid facilities afforded here, this industry is destined to become a great one. The number of establishments operated in 1882 was five; capital invested, \$420,000; value of product, \$700,000.

The volume of business done in those establishments in St. Louis making a specialty of manufacturing architectural and ornamental iron-work has been gratifyingly large, though, considering the possibilities of the trade, it would seem that it ought to have been larger. The erection of more than five million dollars' worth of buildings in the city during 1882 of itself should have called for very large quantities of architectural and ornamental iron-work, and there is a large extent of country tributary to St. Louis, to which other large quantities might have been supplied. Number of establishments in the city last year, seven; number of hands employed, 315; capital invested, \$250,000; value of product, \$435,000.

Hardware.—There is no line of business in St. Louis in which more enterprise is displayed than in the hardware trade. The men engaged in it are energetic and possessed of ample capital, and as a result their business extends east as far as Ohio, north as far as Minnesota, west as far as the Pacific coast, and south as far as the Gulf of Mexico. No class of business men have done so much, perhaps, in exploring new territory and in widening the

field of St. Louis trade. It would astonish one to look into the order-books of some of the St. Louis hardware establishments. He would see that St. Louis supplies hardware to over one-half the territory embraced in the United States and Territories, and that her houses send goods to Indiana, Illinois, Kentucky, Tennessee, Iowa, Michigan, Wisconsin, Minnesota, Kansas, Arkansas, Dakota, Wyoming, Oregon, Utah, Indian Territory, Texas, Mississippi, Louisiana, Alabama, New Mexico, Arizona, Nevada, California, Oregon, and Washington Territory. There is a single

been a wonderful increase in the last few years. While the mineral trade does not as yet amount to as much as the other two mentioned, it is most important and is rapidly increasing.

The agricultural region, the cotton region, and the mining region contiguous to St. Louis are each capable of supporting a great city, so that with them all St. Louis is secure. If the cotton fails the grain may not, but if both fail the mineral remains. It is hardly possible, however, that any misfortune will ever occur to deprive St. Louis of the benefits of more



SIMMONS HARDWARE COMPANY.

Corner of Washington Avenue and Ninth Street.

house in St. Louis that sells half the sporting goods sold in Oregon, and about all that is sold in Nevada. With such a wide territory and so diversified, it is not surprising that the hardware trade of St. Louis should be in a most prosperous condition.

St. Louis trade, in general, is not dependent upon any single section of country, and there are tributary to St. Louis a vast agricultural region, a vast cotton region, and a vast mineral region. Attention has already been called to the grain trade and the cotton trade, and it has been shown that in both there has

than one of these sources of trade at a time. There is no line of business that derives greater or more substantial advantages from this happy combination of resources than the hardware trade. It supplies the agriculturist, the cotton-planter, and the miner, and hence it may be set down as a practical certainty that the enterprising hardware men of St. Louis will be amply rewarded in the future. With the above facts in view it is not surprising that St. Louis should be the best hardware market in the United States. It is not meant by this that it is the largest, for New

York and Boston are not to be ignored, but St. Louis is a better market to purchase in than New York or Boston. The St. Louis houses carry more varied stocks than they do in either of the above cities, and hence the jobbing trade is better represented. It is more difficult for a dealer to obtain a stock of hardware in New York than in St. Louis, for the reason that the New York houses confine themselves largely to special lines of goods, while the houses in St. Louis carry full lines of all the varieties of goods that come under the head of hardware. It is no uncommon thing for a merchant from Texas to go to New York to lay in a stock and come back to St. Louis to purchase his hardware, nor is it unusual for a merchant from Kansas or Nebraska to go to Chicago to get a stock of goods and send to St. Louis for his hardware. There is at least one house in St. Louis that has received numbers of orders of that kind. But this is not only the most convenient hardware market in the United States, it is also the cheapest. Six houses in St. Louis do an immense business and have an abundance of capital, and a single establishment sells more nails¹ than any other two houses in America. This is because it has the capital with which to make cash purchases. For the amount of business done, the hardware men of St. Louis use more capital than any other class.

There has been but one failure in the hardware trade of St. Louis in a quarter of a century, and that was long before the war. Some of the larger establishments occupy an astonishing area of store-room; indeed, two of the principal houses alone utilize over four acres of flooring each, in display of their wares. Including importers, jobbers, two manufacturers, dealers in the heavier class of goods only, and the numerous retailers, there are upwards of sixty houses engaged in the various branches of the hardware trade in St. Louis, although there may have been small dealers in this line prior to that time. Henry Shaw, of Shaw's Garden fame, is believed to have been the first dealer in this ware exclusively. His establishment on Main Street, fifty years ago, had for rivals only general stores incidentally carrying some hardware. The trade has now so increased as to justify the carrying of stocks valued at fifteen million dollars. Fourteen establishments employed, in 1882, 1140 hands; capital invested, \$550,000; value of product, \$1,296,000.

One of the earliest hardware merchants of St. Louis was James C. Sutton. Mr. Sutton removed to St.

Louis in 1819 from New Jersey, having followed the tide of Western emigration which set in towards Missouri about that period, and settling in Missouri, was identified for many years with its pioneer history and progress. Mr. Sutton, soon after his arrival, erected a blacksmith-shop on the northwest corner of Second and Spruce Streets, and, in company with his brother Joseph, carried on the business many years. The old frame shop has long since disappeared, and the site was occupied in recent years by Haase's grocery, No. 323 Second Street.

There was at that time not much competition existing in the business, there being one other smith's shop on the corner of Main and Olive, carried on by Charles Basroe. The city was then bounded on the west by Third Street, all beyond being fields and ponds. It was not until about 1824 that, through the persistent efforts of the Suttons, iron tires on wagons came into general use, and not until ten years later that carts, which before had not a particle of iron about the whole framework, were ironed, and partook of other improvements in their make-up. Plows, which up to this period were made of the roots of trees, also changed their form by the substitution of iron points and shares.

Mr. Sutton introduced a greatly-improved plow, which became widely known as the "Sutton Plow," and which was used for many years by farmers in breaking up prairie and bottom lands. Of course this plow, which was an immense improvement on the wooden machines in previous use, has long since been superseded by others of improved patents. Mr. Sutton's shop, about the year 1820, occupied a location nearly in the business centre of the city. On Main Street, east side, about the third house north from Spruce Street, there was still standing in 1877 the old two-story frame building occupied in 1820 by Mr. Sutton as his dwelling-house. The front was once painted white and the sides red, but the white had disappeared, and a few blotches of the red remained. In 1835 he moved out to the "League Square" on the Manchester road, where he set up his blacksmith-shop, and bought a farm from Mr. Gratiot, which under his management became one of the finest in the county.

Mr. Sutton married Ann Wells, whose parents lived in the Gravois settlement, and survived her about two years. He died July 19, 1877, leaving five sons and four daughters.

The Simmons Hardware Company, which is one of the most extensive corporations of its kind in the West, was established by E. C. Simmons, who has long been a prominent member of the hardware trade

¹ Sept. 3, 1814, D. Stewart advertised his cut- and wrought-nail factory in Block 4.

of St. Louis. Edward Campbell Simmons was born in Frederick County, Md., Sept. 21, 1839, and in 1845, when Edward was seven years of age, his father removed from Maryland, where he had pursued the occupation of a merchant, to St. Louis. In 1856 young Simmons entered the hardware establishment of Child, Pratt & Co. in a minor capacity, at a salary of twelve dollars and fifty cents per month. After remaining with the firm for three years he obtained a position as clerk in the house of Wilson, Leavering & Waters, at a salary of fifty dollars per month. Three years later he was admitted to the firm as junior partner, and at the end of six months, Mr. Leavering having died, the name of the firm was changed to Waters, Simmons & Co. It continued thus through nine years of great prosperity until Jan. 1, 1872, when Mr. Waters retired, and Mr. Simmons associated with him J. W. Morton, and the firm became E. C. Simmons & Co. Two years later a corporation was formed under the name and style of the Simmons Hardware Company, which purchased the interests of Simmons & Co., and has since conducted the business with signal energy and success. As president of the company, Mr. Simmons is still the controlling mind of the vast concern, and to the liberality, promptness, sagacity, and untiring energy of his business methods is chiefly due the uninterrupted prosperity which it has enjoyed. In 1866 Mr. Simmons was married to Miss Carrie Welsh.

Augustus F. Shapleigh, founder and head of the great hardware house of the A. F. Shapleigh & Cantwell Hardware Company, was born in Portsmouth, N. H., Jan. 9, 1810, of a family who trace their lineage to English stock that settled in Maine in 1663-65, and who during the early history of the country held many important trusts under the British crown. Mr. Shapleigh's father was a well-known seafaring man of that region, the owner and captain of the ship "Granville," who was lost, together with the vessel and a valuable cargo, off Rye Beach. This disaster left his wife and five children in much reduced circumstances financially, but the noble spirit and energy of Mrs. Shapleigh enabled her to raise her children comfortably and give them such education as was common in those days.

When a mere lad of fourteen years of age, Augustus entered a hardware store in the town of Portsmouth, N. H., and worked there about one year, from daylight until dark, for fifty dollars a year, and boarded himself.

The associations of Portsmouth, situated so near the ocean, were largely connected with the sea, and most of the young men at some time or other natur-

ally desired to embark in a sailor's life. Young Shapleigh was not an exception to the rule, and leaving the hardware store, he shipped as a light hand before the mast, and made several European voyages, which consumed three years of his time. Then, at the earnest solicitation of his mother and sisters, he was induced to leave the sea and re-enter the store in which he first served.

An important clerkship having been offered him by the old and well-established hardware house of Rogers Brothers & Co., in Philadelphia, he concluded to accept it, and remained with that firm many years, obtaining therein a junior partner's interest and a promising start in business. Desiring to enlarge their operations, the firm determined to open a branch establishment in the West, and St. Louis was selected for the venture. Mr. Shapleigh was sent there to superintend it, and arriving in 1843, opened the hardware establishment under the firm-name of Rogers, Shapleigh & Co. Eventually Mr. Rogers, who was the capitalist of the concern, died, and Mr. Shapleigh formed a connection with Thomas D. Day, under the firm-name of Shapleigh, Day & Co. This partnership continued for sixteen years, or until 1863, when Mr. Day retired, and the house was known as A. F. Shapleigh & Co., which continued until July, 1880, when the concern was changed and incorporated under the name of the A. F. Shapleigh & Cantwell Hardware Company, the owners and officers therein being A. F. Shapleigh, president; John Cantwell, vice-president; Francis Shapleigh, second vice-president; and Alfred Lee, secretary and treasurer.

The history of the house has been one of steady and continuous growth, a result due mainly to the personal labors of Mr. Shapleigh himself. From a small and modest start in 1843, it now occupies arched and connected floors from Nos. 414 to 422 North Main Street, extending from Main to Commercial Street, seven stories high, and heavily stocked with merchandise pertaining to their business, such as cutlery, guns, building material, chains, anvils, mining machinery, etc.

It is well to note here the wonderful progress made in the manufacture of hardware on this side of the Atlantic during the past forty years. When Mr. Shapleigh first commenced business in St. Louis, ninety per cent. of the stock was imported from England and Germany *via* New Orleans. At the present time exactly the reverse is the case: ninety per cent. of all general hardware sold is manufactured in our own country, and a large amount of heavy iron and other goods is made in St. Louis of a superior quality and at less cost than from other sources.



A. Shapleigh

Mr. Shapleigh has never held political office, being a man of business, and regarding his business as worthy of his entire attention. Still he has figured somewhat prominently in other enterprises besides his own, having been a director for many years in some of the leading banking and insurance companies of the city, in which capacity his judgment has been highly prized, and his name has lent additional strength to the companies in which he is interested.

In 1838, while at Philadelphia, Mr. Shapleigh married Miss Elizabeth Ann Umstead; eight children were the fruit of this marriage, six of whom are living, five sons and one daughter (now Mrs. J. W. Boyd). The sons are all thriving young men of character and good business capacity, and John is a promising physician of St. Louis.

Mr. Shapleigh was brought up amid Unitarian influences, but is not a member of any church. He, however, gives liberally to religious enterprises, and regards churches as the bond that holds society together. Every enterprise calculated to advance the interests of the city has received his hearty support.

Personally, Mr. Shapleigh is a quiet and unassuming man, being content to pursue his business without ostentation, and leaving others to plunge into the mad vortex of speculation. Now, toward the close of a career that is remarkable for its uniform success, he derives a just pride from the fact that his prosperity has been won by close attention and strict adherence to sound principles of business. His house has passed through years of war and panics, and yet his establishment has pursued the even tenor of its way, unshaken by any of those agitations. Mr. Shapleigh makes the honorable boast that during all this period he never asked an extension, and never let a just bill be presented a second time for payment. It is gratifying to note that such punctilious regard for their obligations has brought Mr. Shapleigh and his associates an ample reward, and that their house is generally recognized as being one of the most substantial in the Mississippi valley.

Another leading hardware merchant in St. Louis is George A. Rubelmann. He was born in Tuttingen, Würtemberg, Feb. 27, 1841. In 1847 the family came to America, settling at Muscatine, Iowa. In 1854 the family was dispersed, and George A., who was next to the youngest of the children, was taken by his father to St. Louis with a view of putting him in a hardware store. The boy, it appears, had cherished a desire to engage in that business ever since he was ten years old, and his subsequent success fully justified his predilection.

His father placed him in a small hardware store

kept by William Siever, at what is now 1907 Broadway. His salary the first year was four dollars a month and board. Mr. Siever was not successful, and in 1857 the store was turned over to Adolphus Meier & Co., who were the largest creditors. Rubelmann, although but a boy of seventeen, was solicited by Meier & Co. to take charge of the store; and at the same time he received the offer from a hardware house at Leavenworth, Kan., of a situation at one thousand dollars a year. He consummated a bargain with Meier & Co., and managed the store until 1860, when, with his brother John G., he purchased the business for six thousand five hundred dollars, giving notes for the entire amount. In those days sales were universally made on six months' time, and the brothers followed the general custom; but the war came on, and on July 1, 1861, the young firm found nearly all their accounts worthless, their balance-sheet showing fifteen hundred dollars on the wrong side. They had but three creditors, from each of whom they procured time on their liabilities. Thenceforward they managed so well as to be able, Jan. 1, 1863, to pay all claims up to that date, including December's bills.

Subsequently they devoted their attention specially to cabinet hardware, and after a hard struggle built up a large and flourishing business.

In 1875, George A. Rubelmann sold out to John G. Rubelmann and opened a small store at 627 North Sixth Street; but business developed so rapidly that in 1877 he doubled the size of the store, and in 1879 the increase of trade compelled him to remove to a large three-story building at 821 North Sixth Street. These quarters also soon proved inadequate, and he began the erection of a large four-story store at 907 and 909 North Sixth Street.

The boy who at seventeen years of age was placed in charge of a store and who could command a salary of one thousand dollars a year is now at the head of one of the largest establishments in his line of trade in the West, and at the age of forty-one, in the prime of a careful and well-ordered life, enjoys a handsome and growing competence. Mr. Rubelmann, who started in life with none of the advantage of station and little of the teaching of the schools, is literally the architect of his own fortunes. His education was mainly acquired by study after the day's work was done. On March 14, 1865, he married Miss Sarah A. Guthrie, an estimable young lady of St. Louis.

In 1879, Mr. Rubelmann was instrumental in inducing the furniture manufacturers of St. Louis to organize for mutual protection, and the St. Louis Furniture Exchange was established. He was not a furni-

ture man himself, but dealt in furniture hardware, and the readiness with which the furniture men acted upon his suggestions to form a union demonstrates his influence among his business associates and the respect entertained for his judgment.

Mr. Rubelmann's life has been that of a quiet, modest citizen, thoroughly devoted to business, and enjoying the utmost respect and esteem of all who have come to know him intimately.

Blacksmithing.—There were three blacksmiths in St. Louis at the time of the transfer from the Spanish to the United States authorities,—“Delosier, who resided in Main Street, near Morgan; Rencontre, who lived in Main, near Carr; and Valois, who resided in Main, near Elm, and did the work for the government.”¹ In February, 1811, James Baird had a blacksmith-shop in J. B. Becquet's old shop on South Main Street, Block 36, but removed, November 30th, to John Coon's old house on Third Street, Block 80. On Nov. 6, 1812, George Casner removed his blacksmith-shop to “the large shop lately occupied by Beard,” and on Nov. 12, 1814, James Barlow advertised his blacksmith-shop as located in Beard's large shop on Third Street. In December, 1819, George Casner's new livery-stable and blacksmith-shop were located on the east side of Sixth Street, adjoining Mount's carriage-shop.

The number of blacksmithing establishments in St. Louis in 1881 was 168, giving employment to 400 hands, who received wages amounting to \$200,000. The capital employed was \$250,000, and the business transacted annually amounted to \$700,000.

Manufactures of Fire-Brick, Glassware, Pottery, China, etc.—The soils of Missouri supply nearly all the mineral constituents of the various pigments. Zinc is produced in great quantities, tin likewise, and there is an abundance, far beyond any probable demand, of ochres, barytes, uranium, manganese, cobalt, red chalk, china clay, and *terra di siena*. The sulphuret of zinc is abundant in Southwest Missouri, cobalt exists in quantity at Mine la Motte and other places, peroxide of manganese in Ste. Genevieve, large beds of purple shales in the coal measures, making an admirable cheap pigment for outside work, beds of red and yellow ochre exist on the Missouri River, sulphate of baryta is found in large quantities in a very pure white form, and with the ferruginous clays forms the best possible ground for mixture with lead and zinc in the composition of shaded pigments which are at once both cheap and durable. The manufacture of paints in St. Louis, by the tenth census, employs 13 estab-

lishments and 608 hands, and a capital of \$1,688,350. The wages paid amount to \$250,532, and the value of material used is \$2,196,480.

Fire-clay rivaling the best deposits of Europe is found within four miles of the St. Louis court-house. The bed is fifteen feet thick, and very extensive. An analysis shows the following elements :

Silica.....	53.94
Alumina, with some peroxide of iron.....	33.73
Lime.....	1.17
Magnesia.....	a trace
Water.....	10.94
Total.....	99.78

Fire-brick made of this clay is capable of resisting very high temperatures. The excellence of the material recommends it for retorts, alembics, crucibles, and furnaces. The kilns of this manufacture ought to be far more numerous.

Formerly fire-rock was brought from remote States for the bloomeries at Iron-ton. This fire-rock, imported at a very heavy expense, seldom lasted more than five months. But a few years ago a geological examination discovered a superior quality in the immediate vicinity of Iron-ton. This fire-rock is very refractory, and often resists the heat of the furnaces for seventeen months.

Adepts consider the plastic clay which is found at Commeree fully equal to that of Devonshire. It is as fine and almost as white as flour. The best potter's clay and kaolin exist in quantities that preclude the idea of exhaustion. All that Missouri needs to become famous for its crockery and queensware is skillful labor from the potteries of Europe. The materials and capital for the manufacture of earthenware and porcelain are abundant; art alone is requisite.

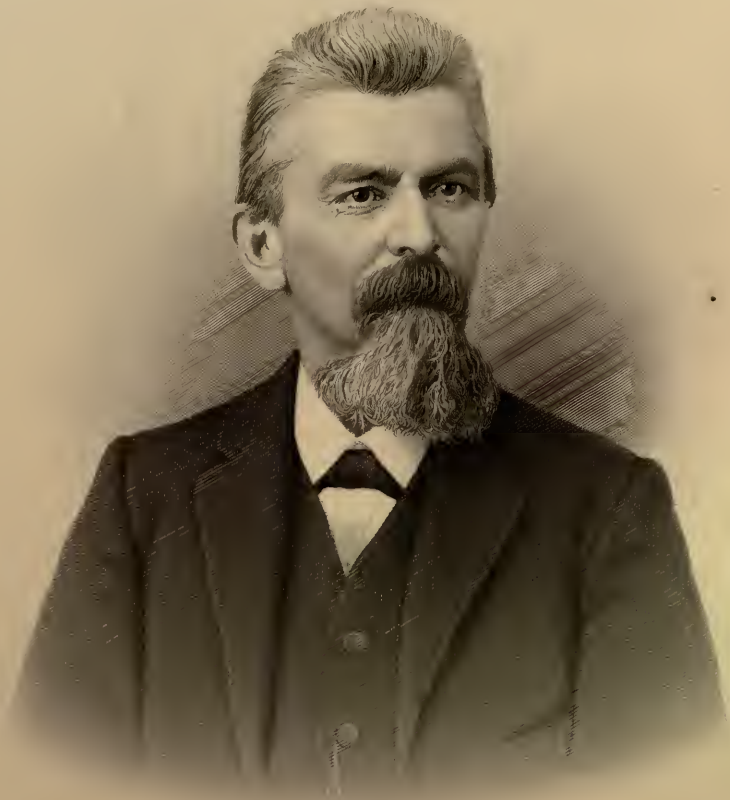
Near Ste. Genevieve there is a bank of saccharoidal sand which is twenty feet in height and miles in extent. The mass is inexhaustible. Two analyses give the following result :

Silica.....	98.81	99.02
Lime.....	0.92	0.98

The sand is very friable and nearly as white as snow. It is not oxidized or discolored by heat, and the glass made from it is clear and unstained. One firm in St. Louis has annually exported more than three thousand five hundred tons of this sand to the glass manufactories of Wheeling, Steubenville, and Pittsburgh.

A large portion of the silica used in the glass-factories of Pittsburgh is carried from Missouri. Instead of incurring the expense of two transportations and paying to distant establishments the cost of production, local factories ought to meet all the domestic wants and supply the markets of the West.

¹ Edwards' Great West, p. 288.



PHOTOGRAPHER

Geo A Rubelmann

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In evidence that the industries built upon such natural products are not neglected or misunderstood in St. Louis, the tenth census returns among the city's manufactures :

Bricks.—Establishments, 45 ; capital, \$727,250 ; hands, 1235 ; wages, \$307,581 ; materials, \$196,588 ; products, \$700,942.

Glass.—Establishments, 5 ; capital, \$280,000 ; hands, 615 ; wages, \$261,098 ; materials, \$238,996 ; products, \$597,277.

Lime.—Establishments, 4 ; capital, \$64,500 ; hands, 49 ; wages, \$13,800 ; materials, \$32,925 ; products, \$63,200.

Marble- and Stone-Work.—Establishments, 56 ; capital, \$237,825 ; hands, 725 ; wages, \$237,207 ; materials, 245,707 ; products, \$707,721.

Stone and Earthenware.—Establishments, 5 ; capital, \$34,500 ; hands, 58 ; wages, \$16,090 ; materials, \$19,985 ; products, \$46,430.

GLASS-WORKS.—The mineral resources for manufacturing possessed by St. Louis have long had their superiority recognized and admitted. They only waited for transportation and capital to develop them. The iron-beds of Pilot Knob and Iron Mountain, for instance, have been familiar to every school-boy who studied his geography for the past two generations, and some of the other valuable products have been known in similar ways quite as long.

In 1854, Hon. John Hogan, in his excellent and suggestive "Thoughts about St. Louis," insisted that the city must become a centre for the manufacture of glass, for the reason that it possessed every product and material necessary to that manufacture in its cheapest and purest form. In his own words,—

"The purest and whitest sand, for the manufacture of flint glass, is found in inexhaustible quantities but a short distance from the city, on the Mississippi River, both above and below. Here is the best lead market, both for the mines of Illinois and Missouri, and by the extension of our railroads to the West and South this latter supply is to be immensely increased, while pot and pearl ash can be obtained either from the Ohio, the lakes, or the upper Mississippi, from the asheries of Iowa and Wisconsin. These are the principal elements of the manufacture of glass, but there is still one most important matter in the expense of the establishment, viz., the pots in which the metal is melted, and which, as they are subjected to a most intense and long-continued heat, require to be made of the very best, of a peculiar clay, which the best establishments have to obtain from Europe. But it would almost seem as if nature intended St. Louis for her great *glass-work shop*: not only is the sand here, and the lead and the ashes easily obtained, but she has underlaid a section of St. Louis County with the very best clay of which to make the pots, equal, I am assured, to the very best European clay, and generally superior to any heretofore found in the United States, for this purpose.

"Like many other valuable discoveries, this was accidentally made in digging a well on the farm of Charles Semple, Esq.,

on the Natural Bridge plank-road, some four miles from St. Louis. And while it is so accessible to our city, it is also inexhaustible. Messrs. Scully & Co. have already subjected it to the severest tests ; they have had pots made of it which have been in use constantly for the last six months, and they have proved themselves by the trial ; they are found to be as durable as those made of the best imported clay. The single article of coal is the only thing in which the upper Ohio has any advantage of us, but this is being rapidly overcome ; our railroads penetrating, as they all do, vast coal-beds will soon equalize this, and furnish ample supplies at fair rates for carrying on our numerous manufactories."

In fact, Mr. Hogan, in this last sentence, refers to one of the very few instances in which St. Louis did not know or failed to appreciate her own resources and their extent.

As early as 1846, James B. Eads, of bridge and jetty fame, Mr. Nelson, of the Union Iron-Works at Carondelet, and Col. Case, formerly of the Broadway line of omnibuses, associated themselves together for the purpose of establishing a glass manufactory in St. Louis. The enterprise at that time, as all other new enterprises always are, was looked upon with a good deal of doubt and misgiving as to its success, it being regarded more in the light of an experimental adventure than of a promising enterprise. In this instance the unfavorable anticipations were realized ; the expenses and outlays attending the enterprise were much greater than its projectors anticipated, and Messrs. Nelson and Case soon withdrew from the firm, leaving Mr. Eads to manage its affairs. With an energy and spirit undaunted by the discouragements that presented themselves, Mr. Eads prosecuted the business until he involved himself in a heavy pecuniary responsibility, and was compelled to abandon the undertaking. Subsequently, however, by enterprise in other directions, he liquidated every dollar of the indebtedness he had incurred in attempting to establish and develop this branch of manufacturing in St. Louis. The enterprise was known as the flint-glass works. On the failure of Mr. Eads, the works passed into the hands of Messrs. Hale and Seil, who transformed them into green-glass works, and by that firm they were conducted for some years. After passing through different hands and different stages of litigation, it being supposed that Col. Case had some claim upon the works, an arrangement was made by which James Holmes and Dr. Taylor, in 1853 or 1854, succeeded to Case's interest, and re-started them as flint-glass works. This firm was attended by the same bad fortune as its predecessors, and finally sold them to Dr. George W. Scully. Dr. Scully was possessed of large means and good credit, and sunk in the enterprise about eighty-five thousand dollars cash, and made debts to the ex-

tent of over one hundred thousand dollars. On his failure the enterprise was continued by his principal creditors, under the name of the St. Louis Glass Company. Bonested & Co. ran the works as green-glass and flint-glass works up to 1860 and 1861, when they leased the establishment to Joseph Bagot and J. K. Cummings, who conducted it altogether as flint-glass works.

The ground on which the works were built had never been owned by any of the different firms, but was leased of the Chambers, Christy, and Wright estates, but in 1864, Messrs. Bagot and Cummings bought the ground and works at partition sale by the sheriff. The back rents and taxes on the works and ground not having been paid up for several years, the whole concern was involved in debt. They then bought all the movable property from the parties interested, and became sole owners in fee-simple of the entire establishment.

From this time better fortune attended the enterprise, and Messrs. Bagot and Cummings continued together in the prosecution of the business until the death of Mr. Bagot in May, 1868. Mr. Cummings then gave bond in the Probate Court in the sum of forty thousand dollars, and as surviving partner of the firm of Bagot & Cummings has continued the business successfully on his individual responsibility up to the present time. This, in brief, is a history of the glass manufactory now conducted and known as the St. Louis Glass-Works, at the corner of Broadway and Monroe Streets, and to John K. Cummings is due the honor of having established the first successful glass manufactory in St. Louis.

Mr. Cummings was born in Coleraine, County Londonderry, Ireland, and was raised in Belfast. His mother died when he was thirteen, and his father a year later. The boy had received the rudiments of an education in the schools of the neighborhood, but when left an orphan was obliged to provide for himself, and led a varying and rather precarious life. He was apprenticed to a tailor, but soon gave that up; worked in Edinburgh, Scotland, in a soda-water factory; acted as clerk in a grocery store; and worked in a wall-paper factory and in a ginger-ale factory in Belfast, but remained in none of these occupations long, or with any particular encouragement. His career was that of thousands of homeless and friendless boys. There seems to have been nobody to recognize his capabilities, or to offer him the cheering hand and give him the helpful word.

In 1854 he emigrated to America, landing at New Orleans and passing up the river to St. Louis. He first obtained a situation in one of the packing-houses

of the Ameses, and remained there about a year. He then secured a situation in the factory of the St. Louis Glass-Works, and remained there many years, entering as an apprentice to the glass-cutting trade, which he soon left to learn the glass-mould making trade. His employer, however, thought it best to transfer him from the "bench" to positions of greater responsibility, showing the estimation in which he was held, and allowing him to obtain a thorough knowledge of the business, such as could hardly have been acquired in any other way.

When, on the breaking out of the war, President Lincoln made the first call for troops, Mr. Cummings enlisted as a private soldier. He had served in the "Sarsfield Guards," and had marched to the Kansas border on the Southwestern expedition under Gen. Frost, when he thought his State was threatened, but had soon resigned on realizing that it was the Union of the States which was threatened by the South. He joined the Fifth Regiment United States Reserve Corps as a private, but the colonel (Stifel) soon appointed him adjutant and instructor, or drill-master. This command participated in the early military operations along the Missouri River, joining Gen. Lyon immediately after the battle of Boonville, assisted in the construction of the works about Lexington, patrolled the river, and had several engagements with the enemy. Subsequently Mr. Cummings was appointed lieutenant-colonel of the Twentieth Enrolled Missouri Militia by Governor Gamble.

Notwithstanding the history of glass-making in St. Louis had been that of an unbroken line of disastrous failures, as has been shown, Mr. Cummings, ever since his first experience in the business, although merely a subordinate, entertained a firm belief that the industry could be made to pay, and in 1861 formed a partnership with Joseph Bagot, leased the St. Louis Glass-Works from the receiver (afterwards buying them at sheriff's sale), and resumed business at the old place, where a few years previously the friendless boy had worked his way up from his position of an apprentice.

Mr. Bagot was a practical man from the East. He had managed the works some years before, and was experienced and careful. He took charge of the manufacturing department, and in addition to the customary duties of the position made the vats with his own hands. Mr. Cummings managed the books and financial part of the business, attended to buying and selling, and spent no inconsiderable part of his time going about town and drumming up trade. Such energy as he and Bagot exhibited could not fail of its reward; and while they had great difficulties to sur-



Western Railroad Company of St. Louis.

Yours truly
J. F. Cummings

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mount, it soon became apparent that they had mastered the secret and were on the road to success. The business grew apace, and when Mr. Bagot died in 1868 the value of the establishment was rated at thirty-five thousand dollars, and it was one of the recognized institutions of the city. The joint capital of the two upon starting was less than two thousand dollars.

Mr. Cummings then became sole proprietor, and as such has since remained in charge of the works, which have grown from the scanty two thousand dollars' capital of 1861 to a capital of one hundred thousand dollars in 1882, with yearly sales of from seventy-five thousand dollars to one hundred and twenty thousand dollars, and employing one hundred and twenty hands, with a pay-roll of forty thousand dollars annually.

To John K. Cummings, therefore, unquestionably belongs the honor of having demonstrated the fact that the manufacture of glass could be made profitable in St. Louis. It was he who showed that the raw material found near St. Louis in limitless quantities was second to none in the world, and put upon a sure footing an industry that perhaps above any other demands skillful and careful management.

Mr. Cummings is a man of liberal and unselfish views, and there has been no jealous hoarding of his secret. His experiences in his business have been at the disposal of any who chose to avail themselves of them, and he has cheerfully offered advice and given pecuniary assistance to others who have been desirous of starting new works. So, also, he has been a foremost advocate of every measure that has promised to benefit St. Louis, and has been a liberal supporter even when the financial results were not promising. Among the numerous enterprises which he has assisted are the Illinois and St. Louis Railroad and Coal Company, Cahokia Ferry Company, Grain Association, St. Louis French Window-Glass Company, Merchants' Exchange, Butchers' and Drovers' Bank, etc. For many years he has been a leading member of the Citizens' Committee, whose efforts in behalf of municipal and legislative reform have resulted in so much permanent good to St. Louis.

Mr. Cummings' excellent business qualities, sound judgment, and exceptional skill have won the respect of all who have come in contact with him, but he also possesses engaging personal qualities that have obtained for him the affection of all who know him intimately. He is especially beloved by his employes, and is an open-handed dispenser of charity. In private life he is the quiet and unassuming gentleman.

About 1850, Messrs. Henry T. Blow, Barksdale,

and others commenced in St. Louis the manufacture of window-glass. Their works were erected on the Barksdale grounds, due west of the arsenal, and adjoining the Concordia Park, and in them was made the best window-glass ever manufactured in the United States. The works, however, were short-lived, and the public-spirited citizens who started them soon lost all their investments. Their failure was in part owing to the incompetency of the workmen they had of necessity to bring from the glass-works of Pittsburgh, Pa., and other glass-manufacturing points. About the year 1854-55 these works were leased by James Wallace and associates and converted into flint-glass works. They afterwards formed a joint-stock company under the name of the Missouri Glass Company, the stock being mostly held by such public-spirited citizens as James H. Lucas, Col. John O'Fallon, Archibald Gamble, and Edward Bredell, who was all the time president of the company. Edward Dailey was secretary, and James W. Wallace factory superintendent and manager. This company carried on an extensive but unprofitable business, and, about 1859-60, suspended operations entirely. The company, for a part of the time, manufactured green glassware as well as flint. After this suspension the works remained idle up to 1863, when they were leased by James W. Wallace & Brother. Shortly afterward a gentleman named Cate, with some capital, succeeded to the business, and associated with him a gentleman named Lasalle, from some one of the numerous glass-works in the New England States, and the firm became Cate, Lasalle & Co. In a short time Mr. Cate sold his interest to a man named Barry, and the firm became Barry, Lasalle & Co., who continued the business until their means were exhausted and they were compelled to suspend operations. They were public-spirited, energetic men, but had to yield to the apparent fatality that attended all the glass-works attempted in the city, and in about 1865 or 1866 the works were sold to the St. Louis Plow Manufacturing Company, composed of Messrs. Barnum, Markham, and others, who dismantled the works, selling part of the material to Messrs. Bagot & Cummings, but the greater bulk to Messrs. Ford & Co., who were starting glass-works at New Albany, Ind., and to which place it was removed, occupying nearly an entire steamboat with its bulk.

The Western Glass-Works were started as a green-glass bottle manufactory, on the corner of Einmet and Columbus Streets, in South St. Louis, and were commenced in 1855 or 1856, by Messrs. Lewis and Hareum, and other practical glass-blowers from

Pittsburgh. After the establishment had been continued a short time under the management of Harcum & Co., Felix Bobe and Emil Marks joined the firm, and subsequently Justus Snyder. These parties met with the same poor success that attended all their predecessors, and the works were sold to J. B. Goodhue, who carried them on with some degree of success until he took them down and removed them to the hill north of Yaeger's Garden. Shortly afterwards he failed, and leased them to a party of glass-blowers from Pittsburgh, and the works soon after burned down. Mr. Goodhue for some time had a small concern on the ground, in which he tried to demonstrate the feasibility of a new style of glass furnace, on which he had obtained letters patent. There was also another small establishment started by William Gillender, once a manager for Dr. G. W. Scully, of the St. Louis Works. This establishment was located in an old saw-mill at the foot of Jefferson Street, but meeting with poor success, it was dismantled and torn down a short time after its erection. Still another establishment was commenced at the corner of Chambers and Main Streets, by Messrs. Pickup, Collins & Walter, practical glass-makers, in 1865 or 1866. A limited degree of success attended this firm for a few months, when they sold out to Messrs. Bagot & Cummings, who removed the works to the establishment conducted by them.

The Mississippi Glass Company, of which George D. Humphreys is the principal proprietor, has works on Angelica Street near Second. The chief products are green glassware, such as pickle-jars, fruit-jars, sauce-bottles, etc., the demand for which is very large in the city. The company have enlarged the works to enable them to meet the demands for the wares which are produced. There are about one hundred and twenty persons employed in the establishment. The sand used comes from Franklin, and the soda ash is imported from England. The lead used is obtained in St. Louis. This company does not attempt to make clear glassware. The demand for the products of the factory is very large. It was established about 1872.

The Union Glass Manufactory, Nicholas Schaeffer president, located on the corner of Anna and De Kalb Streets, is a French establishment; that is to say, the superintendent, foreman, and workmen are all French, and the products of the factory are equal in every respect to the best French wares. The window glass manufactured at this establishment is equal to that made anywhere. This company is doing a large business, receiving orders from distant places. The works have only been in operation about ten years,

and have been successful from the beginning. Employment is afforded for several hundred persons in consequence of the creation of these works, and some hundreds of thousands of dollars are annually added to the wealth of the city.

The most important enterprise of the kind in the West, perhaps in America, is the Crystal City Plate-Glass Works at Platin Rock, about thirty miles south of St. Louis. This is an enterprise of great magnitude, requiring an outlay of several hundred thousand dollars to complete the works alone. They were finished in 1875, by their then principal owner, Eben Ward, of Detroit, Mich. Experiments made with the sand of Platin show that it has all the requisite qualities for a plate-glass element, and all the materials necessary except soda are obtainable in St. Louis. The Crystal City Works have attracted the attention of glass-makers not only in this country but in Europe also.

FIRE-BRICK AND POTTERY.—Tradition places the discovery of fire-clay at a period far antedating the incorporation of St. Louis, and the existence of vast beds of fire-clay, underlying almost the entire city and surrounding country, has always been popularly believed. The first record we have of the manufacture of pottery in St. Louis is dated April 20, 1816. At this time George W. Ferguson gave notice through the columns of the *Missouri Gazette* "that he has commenced the manufacture of earthenware in St. Louis," and "pledges himself that it shall be as durable as any brought on here, and sold on more moderate terms." He also informed the public that he kept on hand "a large assortment of vessels of every description," which he sold "by wholesale or retail."

We have no means of ascertaining whether this new enterprise succeeded at this early period in St. Louis, but in the next year, on August 23d, "Christian Smith, near Mr. Neal's tin and copper manufactory, on the street leading from Matthew Kerr's store to Shope's tavern, informed the citizens of St. Louis and surrounding counties that he had on hand, and would always "be supplied from his kiln, the best milk-pots, dishes, crocks," etc.

The successful manufacture of fire-brick and pottery in St. Louis is perhaps due to the French community that, thirty-five years ago and more, peopled Cheltenham, now a thriving suburban manufacturing settlement. The discovery and development of these fire-clay mines were reserved, however, for the period immediately prior to the civil war.

After the cessation of strife the interest rapidly developed until now there are six very large establishments in the suburbs, with extensive commercial

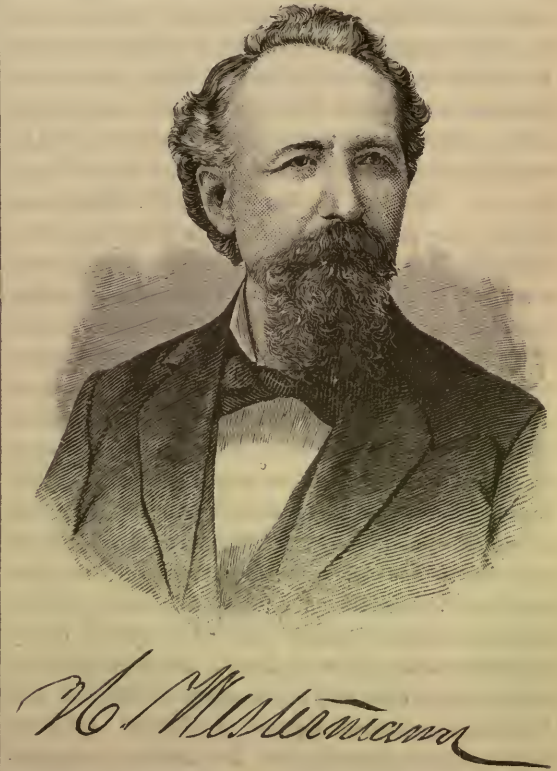
connections, and the manufacturers and dealers number twelve, representing large capital and a considerable export demand. Drain and other tiling, gas retorts, blast-furnace and cupola linings, fire-brick, Bessemer tuyères, and other articles form the chief manufacturing product of these establishments, one of which also supplies the glass manufactories extensively with "washed clay," or purified clay. Indeed, St. Louis supplies America with this through a Pittsburgh house.

In the spring of 1873, however, the fact that a peculiar character of fire-clay could be so burned as to be utilized for street pavements was discovered by George Sattler, the owner of some mining property on the Columbia Bottom road, ten miles north of the bridge, but still within the city limits. For some years his assertion was ridiculed, but ultimately, encouraged by President Flad, of the Board of Public Improvements, Professors Smith and Potter, of Washington University, William Glasgow, Jr., and other experts, some experiments were made under official authority, and pavements of this material were laid where street traffic was heaviest. This has resulted in the establishment of a company by a hundred leading capitalists, and the whole extent of the mine—sixty-three acres of river bluffs—is to be utilized in the production of this new pavement material, which after long use shows wear scarcely more than granite, and is much cheaper. The development of this new industry upon so extensive a scale will add largely to the fire-clay interest of St. Louis.

The larger working potteries of St. Louis number six in all, and their ware is everywhere accorded the character of artistic form and substantial manufacture. This interest, too, has very largely developed from its comparatively insignificant beginning as such in 1834. At that time moulds and vessels were of very primitive design, and workmanship scarcely rivaling in finish the efforts of the mound-builders. Indeed, some of the discoveries of work of this character attributed to this early race excel in form and finish the samples represented as the product of the manufacturers of half a century ago. The export of St. Louis manufactured pottery is constantly on the increase.

CHINA, QUEENSWARE, ETC. — There are over twenty houses in St. Louis engaged in the wholesale china, glass, and queensware trade, and the total sales in 1881 amounted to two million seven hundred and ninety thousand dollars. The importations of china during the same year aggregated in value two hundred thousand dollars. Among the most active and enterprising men in this line of business in St. Louis is Henry

Westermann. Mr. Westermann was born near the historic town of Minden, Prussia, July 2, 1832. His family was in very moderate circumstances, and in 1839 his father came to America to better his condition, and settled in St. Louis. In 1842 his family followed him, and Henry attended the school of the Lutheran Church, and later Munday's Academy, an institute of some repute in those days. When he had acquired sufficient knowledge of English and his age permitted, he worked during the daytime and spent



the evenings in study. The needs of the family rendered it desirable that he should labor at an early age, and about 1845 he was employed to set up type in the St. Louis Type Foundry, then operated by Ladew & Co., at Locust and Second Streets, continuing, however, to attend school whenever opportunity permitted. He was next employed at Barnum's Hotel, located at Third and Vine Streets, which was then the largest hotel in the city. Barnum & Moreland were the proprietors, and among those connected with the establishment was the well-known Josiah Fogg. Young Westermann worked here in several capacities for a year or two, and was finally made assistant bar-keeper.

In 1849 he obtained a position in the crockery establishment of R. H. Miller & Co., on Main Street near Pine, beginning as a store-boy and working his

way up to the position of salesman. He was apt at learning the business, and being a German, was very useful in the firm's dealings with customers of that nationality.

Having saved a little money he, at the age of twenty or twenty-one, established a retail grocery store on Biddle Street, between Ninth and Tenth, but soon returned to the crockery business, and was employed for a few years by the firm of Heinecke & Estell. Then, in February, 1855, he opened for himself a retail queensware and china store on Franklin Avenue near Sixth Street. In the latter part of that year a fire, originating in a neighboring building, destroyed his establishment, and in January, 1856, he resumed the same business on Franklin Avenue near Fourth Street, where he prospered to such an extent that he was enabled to establish an additional store on Broadway. In 1857 he admitted E. F. W. Meier as a partner, who assumed charge of the Broadway store, while Mr. Westermann managed the Franklin Avenue concern. In the following year (1858) the Broadway store was removed to Main Street, where the firm of Westermann & Meier transacted business for twenty-three years. The Franklin Avenue store was eventually sold, and the firm concentrated their energies on the Main Street establishment, and built up a business probably second to none in their line in St. Louis. Meanwhile the firm had become interested in a branch establishment at 500 North Main Street, and when, in July, 1880, the partnership was dissolved, Mr. Westermann retained the latter business, and continued to manage it under the style of Henry Westermann & Co. until Jan. 1, 1883, when he removed to the large and commodious building at 608 Washington Avenue, opposite the Lindell Hotel, the whole of which he occupies. The firm is a heavy importer of earthenware, china and glassware, etc., most of its invoices coming by way of New Orleans up the great river route, and its trade extends to the West, Northwest, South, and Southwest. It is now the oldest wholesale china, glass, and queensware house in St. Louis, and has maintained its leading position through several panics, owing, no doubt, to the eminent conservatism and integrity of its founder, Henry Westermann.

On the 8th of January, 1857, Mr. Westermann married Caroline Augusta Wenkel, a German lady of St. Louis, who has proved herself a useful assistant in the domestic sphere. Several children have blessed the union, of whom William H. and Alfred Oscar are associated with their father in business, for which they have displayed a special aptitude. From childhood Mr. Westermann has been a member of the

Lutheran Church, and for many years has been trustee of the church of that denomination at Sixteenth and Morgan Streets. He also served as treasurer of the congregation while the present edifice was being built. Mr. Westermann is a member of no secret or other societies, regarding home and church as sufficient to satisfy the reasonable aspirations of any man. In every relation of life he is the unobtrusive and esteemed citizen, and enjoys the unbounded respect of all who know him.

BRICK- AND TILE-WORKS.—The first bricklayer who regularly followed his vocation in St. Louis is said to have been John Lee. Pierre Berthold, Sr., says Edwards' "Great West,"¹ "saw him in Marietta, in Ohio, and persuaded him to accompany him to St. Louis and carry on his business. Lee consented, and the first brick house that was erected was of the brick he manufactured. The house was built on Main Street, between Chestnut and Market Streets, and was built for Berthold & Chouteau. There have been many disputes concerning who owned the first brick house in St. Louis, and as we have given much attention to the matter, we are prepared to give authentic information. Christian Wilt owned the second, Judge Carr the third, Manuel Lisa the fourth, and John Smith the fifth. Mr. John Lee, the first bricklayer who came to St. Louis, for some years had a monopoly in his business. He raised a large family, and some of his grandchildren have intermarried with some of the princely merchants of St. Louis." On the 12th of October, 1811, Samuel Bridge advertised that he would "sell very low a quantity of brick, viz., at three dollars per thousand as they came to hand, or six dollars if picked," which might be seen "at the margin of the creek at the south end of the town." For further particulars persons were referred to Mr. Charless, who was authorized to sell. April 17, 1818, John Dobbs and Samuel I. Carman announced that they had entered into partnership in the bricklaying business, and were "ready to make contracts for the building of houses in a workmanlike manner and of the best material that St. Louis affords." On the 4th of September of this year the *Missouri Gazette*, speaking of the building operations in the town, remarked,—

"A gentleman informs us that before the winter sets in there will be near 3,000,000 of brick laid in this town since the 1st of April last, and he believes, from a general acquaintance with the citizens, that double that quantity would be laid this season if materials and workmen could be obtained on moderate

¹ Pages 593-94.

terms. Common laborers are much wanted; none can be had for less than \$1.50 per day for the season through. A few laborers from the eastward have been enabled to secure to themselves 160 acres of land each by their labor this season."¹

In 1830 "numerous brick-yards had been established in the lower part of the city, and brick buildings had become the fashion of the day."² In 1881 the business had grown to such proportions that forty-five establishments were engaged in the manufacture of fire-brick, building brick, and tile, giving employment to over one thousand men and boys, and transacting a business of over seven hundred thousand dollars.

Coal.—With the exception of Pittsburgh, there is no large city in the country which has better facilities for procuring cheap coal than St. Louis. The coal measures of Missouri and Illinois, from which the city draws part of her supply, are extensive and peculiarly rich.³

Those of Missouri outcrop from the mouth of the Des Moines to the Indian Territory, while those of Illinois underlie nearly the whole State. From these sources as well as from Pittsburgh comes the immense quantity of coal annually consumed in the city.⁴

In the early days of the city's history the inhabitants of St. Louis did not know or failed to appreciate their own resources and their extent. The coal-fields accessible to the city were underestimated and disguised. For many years it was thought that their products were not suited to the manufacture of iron, and metal, and coal also, were brought from Pittsburgh and Johnstown, and iron from Lake Michigan, to supply the foundries and forges of the city. All this has been changed. Not that the extent and value

of the coal and iron deposits were not known, but their cheapness and adaptability to one another were not understood, and thus there was a retardation of development. The value of the coal convenient to St. Louis and the extent of the deposits have been greatly enhanced during the past few years by further explorations. In 1855, Professor Swallow estimated the good available coal of Missouri at 134,000,000,000 tons. He now finds his estimate very far within the mark. Professor Hitchcock, in 1870-71, estimated the coal measures of Missouri at 27,000 square miles, Kansas 17,000 square miles, Arkansas 12,000 square miles, 2000 feet thick, twenty beds from six inches to six feet in thickness. The Illinois basin has 51,700 square miles, from 600 to 2500 feet thick, ten beds, aggregate thickness thirty-five feet. The Indian Territory basin is 13,600 square miles, and the Texas basin 104,600 square miles.

The coal-mines of Missouri are usually easily worked, and require no deep shafts or expensive machinery for hoisting or drainage. They underlie the greater portion of the finest agricultural sections, not only of the State, but of as productive a region as is on the continent. Coal of good quality can be purchased at the mines so cheaply that even where farmers have timber in abundance near at hand they prefer to burn coal rather than cut and haul wood a short distance. The coal area covers considerably more than one-half of the State, and active and systematic mining has opened the beds in more than a thousand places along the railroads and near the towns. There need never be any fear of a scarcity of fuel in Missouri, and the condition of the farmer here may in this respect be considered blessed far above that of those located in many portions of the Northwest and farther West, where buffalo chips, cornstalks, and twisted hay are all they can afford to temper the cold of more rigorous winters than are ever experienced near St. Louis.

According to the census of 1870, the following were the statistics of the coal industry of St. Louis at that time: 9 establishments; 1183 hands; \$1,790,000 capital; \$904,000 wages; \$302,180 materials; 444,642 tons of products, valued at \$1,473,000, equal to \$3.31 per ton. The receipts of coal in 1881 aggregated 44,720,175 bushels, and of coke 12,860,700 bushels.

Drugs and Chemicals.—The establishment of the drug business as distinct from the practice of medicine dates back to an early period in the history of St. Louis. Originally the only "apothecary-shop" known to the frontier settlements was the saddle-bags of the traveling practitioner, but in January, 1812,

¹ In November, 1817, the wages paid and the cost of living were set down as follows:

"Bricklayers, masons, and carpenters, per day, \$3.00; making common shoes (each), everything found, \$1.00; all other mechanical labor in proportion; white laborers \$1.50 per day; negro laborers from \$18 to \$25 per month; female slaves hire out at from \$5 to \$15 per month; house-rent from \$10 to \$100 per month; beef from 4 to 8 cents per pound; pork, same; veal from 8 to 10 cents per pound; mutton, same; butter 25 to 37½ cents per pound; fowls 25 cents per piece; flour \$10 per barrel; corn meal \$1 per bushel; Orleans clayed sugar from 33 to 37½ cents per pound; loaf sugar 62½ cents per pound; coffee 50 cents per pound; all the necessaries of life in the same proportion."

² Edwards' Great West, p. 340.

³ On the 27th of September, 1817, Charles Busron advertised that he would "give twenty-five cents per bushel for as much as one thousand bushels of stone coal."

⁴ In 1846 a joint-stock company, with a capital of ten thousand dollars, was started in St. Louis for increasing the supply of coal.

Farrar & Charless conducted a drug-store "adjoining the printing-office," and on the 18th of the month announced that they would have "a fresh supply in the spring."¹

Prior to this Dr. B. G. Farrar's card had appeared in the *Gazette* (May 24, 1809), announcing that he might be found at Robidoux's house on Second Street, and in the same issue of the paper it was stated that Dr. Saugrain had the first vaccine matter used in St. Louis. On the 10th of May, 1812, Farrar & Charless gave notice that they had dissolved partnership, Mr. Charless continuing alone at the old stand, and on the 18th of July following it was announced that Dr. B. Farrar had established a drug store below Major Christy's tavern, next to Daugin's silversmith-shop. During the same month (July 26th) appeared the professional card of Dr. R. Simpson, whose office was located on Second Street, "adjoining Manuel Lisa." Dr. Simpson also engaged in the drug business, and about this time there is frequent mention of "Simpson's store." Oct. 1, 1812, Drs. Farrar and Walker associated themselves in the practice of medicine and established a drug store, which on the 10th of April, 1813, was removed to Mrs. Chouteau's house, "opposite Lisa's new brick." September 11th of the same year Dr. Simpson removed his drug store to the former stand of Farrar & Walker, Block 5, and Sept. 16, 1815, Farrar & Walker "removed their medicine-shop to Main Street, opposite R. Paul's," Block 30.

On the 1st of October, 1815, it was announced that Simpson & Quarles had formed a copartnership for conducting the drug and medicine business "in Simpson's old stand," and on the 4th of January that they had removed to Block 36. June 19, 1818, notice was given that Dr. A. Nelson had purchased the drug business of Simpson & Quarles, and Feb. 10, 1819, that Nelson & Hoffman had established a drug store "in Simpson's new brick, opposite the

post-office." At the same time (February 10th) Tuttle & Teller were conducting the drug and medicine business at the "new brick" at the lower end of Main Street, below the Collet double-brick." April 7, 1819, the removal was announced of Renshaw & Hoffman to "next door north, lately Dent & Rearick, large warehouse in rear," and on the 21st of the same month the removal of the drug and medicine store of Nelson & Hoffman to the "late stand of Renshaw & Hoffman."

The pioneer house in the wholesale drug trade was that of Joseph Charless & Son, which afterwards became Charless & Blow. Their business expanded to large proportions, and in course of time a number of firms established themselves in the trade, which is now one of the most important industries in St. Louis. In 1881 there were fifteen firms engaged in the manufacture of drugs and chemicals, with a capital of \$969,000 invested, giving employment to three hundred hands, to whom they paid annually \$124,000 in wages, and transacting a business of \$1,200,000. During the same year there were seven wholesale druggists in St. Louis, and their combined sales aggregated nearly \$7,000,000. There were also two hundred and eight retail druggists, whose sales amounted to between \$9,000,000 and \$10,000,000.

One of the best-known firms engaged in the wholesale drug business west of the Mississippi is that of Richardson & Co., the senior member of which is James Richardson, a sketch of whom will be found elsewhere in this work in the history of the Public School Library.

Of the druggists of St. Louis, none is more widely or more favorably known than Jacob Spencer Merrell. Mr. Merrell was born at Westmoreland, Oneida Co., N. Y., Feb. 5, 1827. His father, Jacob Merrell, was a direct descendant of the Jacob Merrell who came from England to New England with the original Hartford colony. His mother (the father's second wife), Sylvia Spencer, was also of English extraction, and was a descendant of an early New England family.

Being the eldest son, Jacob S. was required from his earliest recollection to assist on the farm during the summer, but in winter was sent to the district school. In early boyhood he manifested the habits of industry and economy that have since characterized his life, and have given him a front rank among the merchants and manufacturers of the West.

In the spring of 1842, when but fifteen years old, young Merrell concluded that a farm of one hundred acres, with a large family to share its products, did not afford a sufficiently promising field for his labors, yet he freely recognized the claims of his father upon

¹ "Patent medicines" would seem to have formed an important part of the druggist's stock even at that day, for on the 31st of August, 1808, we find the following curious advertisement in the *Missouri Gazette*:

"Aaron Elliot & Son offer for sale at Ste. Genevieve a number of patent medicines, among which are Church's Cough Drops, Turlington's Balsam of Life, Bateman's Drops, British Oil, Steer's Opodeldce, Hill's Balsam of Honey, Godfrey's Cordial, essence of peppermint, Lee's New London Bilious Pills, by the gross or less quantity, Anderson's Pills, Hooper's Female Pills, Liquid True Blue, Maccaboy and Cephalick snuff, chemical fire-boxes, one of the best inventions in the world for travelers; also stationery, blank books of various sizes, children's spelling-books, common writing and letter paper, Dutch quills, sealing-wax, wafers, a few steel spring truffles, thumb lancets, spring lancets, gum lancets, green goggles, etc."



Jacob S. Merrell

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him, and not wishing to deprive him of services that legally and properly belonged to him, he "bought his time" of his father for one hundred and fifty dollars, and the clothes he then had for thirty dollars more. Of this amount he paid sixty dollars in cash, the fruits of his own economy and industry.

His first employment after consummating this arrangement was driving upon the Erie Canal, his wages being nine dollars per month. When the canal closed in the fall, he returned home and worked for his board during the winter, enjoying for the last time the only school advantages he ever received.

In the following April he obtained employment in a country store at Oneida Lake, but in July his employer failed, and he again returned home and worked for his father during haying and harvesting, after which he started with ten dollars in his pocket, worked his passage on the Erie Canal to Buffalo, and from thence took deck passage to Toledo, where, having failed to obtain employment that had been promised him, he engaged to cut cordwood in the oak forests at a point where for many years past the Toledo High School has been located.

During the following spring he went to Lexington, Ky., where he was employed by his uncle in the grocery business, at ten dollars per month. This occupation, however, did not satisfy his restless energies, and in the following January he hired a horse and went into the mountains of Kentucky to buy furs. For several months he traversed the head-waters of the Kentucky, Cumberland, and Licking Rivers. In May, while in Cincinnati, whither he had gone to market his furs, he noticed an advertisement of a little drug-mill on "Western Row" for sale or for rent. He purchased the establishment, chiefly on credit, and at the age of eighteen commenced his business career.

In spite of many difficulties the enterprise prospered under his vigorous and judicious management, and five years later, as we learn from a volume entitled "Sketches and Statistics of Cincinnati," he employed ten hands, had a thirty horse-power engine, and manufactured thirty thousand dollars' worth of goods yearly, with a business rapidly growing and certain ultimately of becoming one of extensive operations.

In 1848, Mr. Merrell returned to his native place, and on the 20th of September was married to Kate Jeannette Kellogg, daughter of Deacon Warren Kellogg, of Westmoreland. The success which has ever attended Mr. Merrell must in no small degree be attributed to the assistance of his faithful wife.

Early in 1853, Mr. Merrell concluded that St. Louis

offered a more promising field for his business than Cincinnati, and having purchased property on St. Charles Street, between Fifth and Sixth Streets, he sold his Cincinnati business, and on the same day established himself in St. Louis.

The progress of his business has been uninterrupted to the present day, except in 1857, when by a disastrous fire he lost twenty-eight thousand dollars, his insurance being only four thousand dollars. Though the oldest wholesale druggist in St. Louis, he has never failed in business and has never compromised with his creditors. Upon the occasion of the loss by fire, some friendly creditors urged him to make a settlement at fifty cents on the dollar, but he steadfastly refused, preferring to make the attempt to pay in full, in which he succeeded.

The employment of his spare time in reading, added to a quick perception, a retentive memory, and carefully-acquired habits of practical thought, have enabled Mr. Merrell to greatly remedy the want of early education, and have secured him a fund of knowledge such as few business men possess. He is not only a merchant, but is a pharmacist, a chemist, and a physician, and his knowledge of these sciences has enabled him to devise many new remedies previously unknown, but now deemed almost indispensable by the medical profession. His knowledge of medicine has induced many to seek his advice, and for many years he has had quite an extensive office practice among friends and others, many of whom had failed to obtain relief from regular practitioners. To multitudes of such he has rendered gratuitous service.

Dr. Merrell is the president and one of the founders of the American Medical College, in St. Louis.

Though an active member of the Whig and Republican parties, he has always refused remunerative offices until the spring of 1881, when he was induced to accept the nomination for treasurer of the city of St. Louis, and was elected for a term of four years by a handsome majority.

During the war his active and outspoken devotion to the Union raised about him bitter enemies and steadfast friends, but, unheeding praise or blame, he quietly pursued the course he had marked out for himself and labored zealously in the work of recruiting soldiers for the front.

Dr. Merrell has always taken an active part in religious matters, and ever since his arrival in St. Louis has been a member of the First Congregational Church (Rev. Dr. Post's), and for ten years past the president of its board of trustees.

As the owner of a number of farms in the "American Bottom," he has done much to improve that sec-

tion, and particularly by putting in operation the drainage laws of Illinois. He is a director in the St. Louis Stoneware Company.

Dr. Merrell is emphatically a "self-made man," whose success has been won by steadfastness of purpose, honorable dealing, untiring industry, and careful economy. Beneath an exterior which a casual observer might deem cold and unsympathetic is a warm and cordial nature. His sympathies are manifested by deeds rather than words, and he gives freely to every deserving charity, public and private.

The farmer lad who "bought his time" of his father and began life as a canal-boy is now a prominent citizen of St. Louis, rich and respected by all. Such a career speaks volumes for Dr. Merrell's strength of character, sound judgment, and indomitable energy and industry.

Within the comparatively brief period of fifteen years has been achieved one of the most noteworthy successes, from a business point of view, which even the aggressive and enterprising mercantile world of St. Louis can exhibit, in the establishment of the wholesale drug firm of Meyer Brothers & Co. Christian F. G. Meyer, the head of the house, was born at Haldern, Westphalia, Dec. 9, 1830. His family was in moderate circumstances, being engaged in sheep-raising and bee-culture. His father died when he was four years old, and his mother when he was sixteen. After the latter occurrence he emigrated with his brother, J. F. W. Meyer (six years his senior), to America, the objective-point being Fort Wayne, Ind., near which place a relative resided. They sailed from Bremen in September, 1847, and the ocean trip consumed seven weeks. From New Orleans, where they landed, to Fort Wayne was a long and tedious journey, being performed by steamboat, canal-boat, and on foot, and it was not until February, 1848, that the Meyers reached Fort Wayne.

Young Meyer, realizing that a knowledge of English was essential to success in this country, attended a private school for the purpose of learning the language, but his means being limited he was obliged to leave school and make his own way in the world. During the same year (1848) he entered Reed's drug store at Fort Wayne as an apprentice. His progress was rapid, and by close attention to his duties during the day, and by employing his nights in studies pertaining to the business, he soon won the confidence of his employer. In the following year the cholera was prevalent, and owing either to the sickness of the proprietor and clerks or their absence from town, he was left in sole charge of the store for several weeks, and in this arduous crisis acquitted himself with great

skill and credit. In August, 1852, having saved four hundred or five hundred dollars, he, in company with an acquaintance, opened a retail drug store in the same place. The venture proved very successful.

What Mr. Meyer is accustomed to call the most fortunate event of his life occurred in July, 1854,—his marriage with Miss Frances F. Schmidt, a lady who some years previous had come to this country from Alsace, then a French province. To this alliance Mr. Meyer attributes a great share of his success in life, she having proved a helpmeet for him in every sense of the word. Their domestic relations have been of the happiest character, and their union has been blessed with nine children,—seven boys and two girls,—of whom eight are living.

Meanwhile the business at Fort Wayne continued to prosper, and with increasing success and confidence Mr. Meyer became imbued with the desire to conduct operations on a larger scale. Accordingly he visited St. Louis in May, 1865, and made arrangements to establish a wholesale business. In September he purchased the stock of J. Mathews & Sons, then in business at the corner of Second and Locust Streets. The stock amounted to about seventy thousand dollars, but although considered quite large in those days, when nearly everything was about one hundred per cent. more costly than at present, it would now be comparatively small.

The rapid shrinkage in values which set in after the war subjected all who were then in business to a severe ordeal, and many succumbed, but by assiduous labor and extraordinarily good management the firm was enabled to weather the storm, and its present standing is a proud monument to Mr. Meyer's early labors.

Mr. Meyer is a prominent member of the German Lutheran Church, and at present is one of the trustees of the Concordia Theological Seminary (Lutheran), on Jefferson Avenue, as also of the congregation where he worships.

While necessarily devoting the greater portion of his time to his extensive business, he has yet been able to indulge to some extent a taste for literature. At Fort Wayne, besides attending to his drug business, he for some time owned and edited a paper, and since then has written more or less for the press. He has also traveled much in this country and abroad, principally on account of his health, which on several occasions has been impaired by overwork.

Although Mr. Meyer's associations outside of his business have been chiefly with Germans, he speaks the English language with the ease and fluency of his mother-tongue. He has also acquired a fair knowledge of French.



C. F. G. Meyer

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Mr. Meyer has been uniformly successful in business. The building he first occupied, at the corner of Second and Locust Streets, soon proved too contracted for his rapidly increasing trade, and accordingly in January, 1867, the house removed to the building Nos. 6 and 8 North Second Street, occupying the four floors and the cellar. A few years later additional space was demanded, and Nos. 10 and 12 were added, and about four years since the cry for "more room" forced them to occupy the adjoining structure, Nos. 14 and 16. This gave them the entire building, one hundred and eight feet front by one hundred and fifty feet deep, four stories high, in addition to the cellars, in all nearly two acres of floor space. They also have an extensive store in Kansas City, the largest drug establishment west of St. Louis, while they still maintain the one in Fort Wayne, which is in reality the parent house. C. F. G. Meyer is the controlling mind in the firm, which, perhaps, conducts the largest jobbing drug business in the world, the annual sales amounting to millions of dollars.

Oils.—In 1843, Dr. Hoffman exhibited in St. Louis a sample of steam-refined lard-oil, manufactured at his establishment on Market Street, corner of Thirtieth, which was "as pure and clear as the best sperm, and burns as brightly." The oil was manufactured from "inferior qualities of lard," and furnished to purchasers "at very low prices." The chandlers and lard-oil factories in St. Louis numbered in 1850 ten factories, with invested capital of ninety-nine thousand three hundred dollars, employing two hundred and twenty-six hands, and producing annually four hundred and ninety-eight thousand nine hundred and fifty dollars.

In 1857 the Patent Press Oil-Works, Latourette, Wyman & Grant, proprietors, were erected for the manufacture of oil from flaxseed, castor-beans, and cotton-seed. The great scarcity of the two former led the proprietors to turn their attention to cotton-seed, upon which they had experimented successfully. Though originally designed for the exclusive manufacture of linsced- and castor-oil, these works were early employed in making cotton-seed oil, which was found so far profitable as to induce the proprietors to push their efforts in that direction. The proprietors were among the first parties in the world who succeeded in making oil from cotton-seed so as to make it pay. After experimenting with thirty thousand bushels of the seed, they found so fine a margin in it as to induce them to extend their operations.

The oil was shipped to New Orleans, to the East, and Europe, and the cake was found to be highly valuable as food for cattle.

In 1877 the business of manufacturing cotton-seed oil was further extended by the opening of "The Future City Oil-Works," J. J. Powers, proprietor, at 607 South Levee, where buildings occupying the whole block had been secured, and power, presses, and sieves, with cleaning apparatus, erected. The capital invested (one hundred thousand dollars) has been increased, and the yearly value of the products amounts to more than three hundred thousand dollars, the factory employing one hundred and fifty hands, and manufacturing five thousand barrels of oil and five thousand tons of cake. A ready market is found in Europe, where the oil is manipulated into salad- and olive-oil.

The receipts of petroleum at St. Louis during the years from 1877 to 1881 were:

Years.	Receipts.
1881.....	{ 106,023 barrels. 1,400 tanks.
1880.....	{ 68,928 barrels. 1,320 tanks.
1879.....	{ 62,707 barrels. 897 tanks.
1878.....	{ 61,651 barrels. 842 tanks.
1877.....	{ 109,053 barrels.

Lard-oil was made by three firms in 1881, who employed twenty-five hands, whose wages were thirteen thousand one hundred dollars annually. They transacted a yearly business of five hundred and fifty thousand dollars, and the capital invested was ninety-six thousand two hundred dollars.

Dry-Goods.—The dry-goods trade of St. Louis has gradually expanded from the humble transactions of 1808 until at this writing the city offers a market to buyers surpassed by none in the country for variety, extent, and cheapness.¹

On the 23d of July, 1808, the following announcement was made in the *Missouri Gazette* :

¹ "It must not be understood by the reader that a merchant at that time approximated at all in his business relations to the merchant of to-day. A place occupying but a few feet square would contain all of their goods; and, indeed, during the period of the first growth of St. Louis a merchant kept all of his goods in a chest or box, which was opened whenever a purchaser would appear. Sugar, coffee, gunpowder, blankets, paint, spices, salt, knives, hatchets, guns, kitchen-ware, hunting-shirts, and every variety of coarse dry-goods were stored together.

"Owing to the tediousness of navigation, the prices demanded for all articles of importation were enormous. Sugar and coffee were each two dollars per pound, and everything else in proportion. Tea was almost unknown until the advent of the United States government. Articles now regarded as indispensable to human existence, and occupying a low position in the scale of human comfort, were then esteemed the greatest luxuries, and so expensive as to be enjoyed only on state occasions, and then with parsimony."—*Edwards' Great West*, p. 289.

"I will sell to the highest bidder for cash, on Tuesday, the 3d of August next, at ten o'clock A.M., at the house of Mrs. Labadie, in the town of St. Louis, an invoice of goods amounting to between seven and eight hundred dollars, viz.: Best Cognac brandy, that has been more than three years in cedar at this town; dry-goods, consisting of cloths, strouds, chintzes, calicoes, muslins, Irish linen; saddlery, chewing tobacco, etc., and a large quantity of well-assorted castings and hardware.

"As the sole object of the sale is to raise the aforesaid sum of money, the goods must be sold, fetch what they will; therefore great bargains will be given.

"JERE. CONNOR, Auctioneer."

Wilkinson & Price were transacting business August 2d at Papin's old store. September 14th, St. Louis furnishes the first big advertisement to the *Gazette*, viz.: "Hunt & Hankinson have received, in addition to their former stock, and are now opening a general assortment of merchandise, which they will sell at the most reduced prices for cash, viz.: Tin and hardware, medicines, stationery, saddlery of all kinds, wrought nails, cut do. of all sizes, men's hats, women's do., wool do., boots and shoes, ladies sprig'd kid and morocco shoes, plain do., Jefferson do., children's do., Lisbon wine, claret do., Cognac brandy, Imperial tea, Young Hyson do., Hyson skin do., loaf sugar, lump do., Muscovado do., coffee, chocolate, mustard, box raisins, best Spanish cigars, dry-goods," etc.

Jacob Philipson announced in the *Gazette* of Nov. 9, 1808, that he was "opening at his new store, opposite post-office, a seasonable supply of dry-goods and a general assortment of groceries, among which are blankets, shoes, madder, and turkey red, linseed-oil, tanners' do., fresh teas, coffee, chocolate, and sugar, shad, mackerel, a few German and English Bibles, Testaments, hymn-books, etc., all of which he intends selling for cash at reasonable prices."

As indicated by the advertisements given above, the dry-goods store of the olden time was a variety-shop, such, for instance, as that of "Z. Mussina, just arrived from Philadelphia via Pittsburgh, with a large assortment of dry-goods, groceries, queensware, ironmongery, tin-ware, paints," which he offered "for sale at the old stand of Madame Labadie (lately occupied by A. C. Dunn) and opposite to Mr. Jacob Philipson." About this time also H. Austin & Co., of Ste. Genevieve, have a displayed advertisement. They offer to sell "brown, drab, and mixed broadcloths at from \$2 to \$6 per yard; 1000 yards of calicoes from 50 to 75 cents per yard; cotton laces from \$1.25 to \$2.50; best green coffee at 62½ cents per pound; loaf and lump sugar at 50 cents per pound. Goods purchased in New York for cash, and will be sold as low as any in the Territory for cash, or lead at \$6 per 100 pounds, delivered at Ste. Genevieve or Herculaneum."

The following advertisements indicate the character of the trade and give the names of the merchants who conducted it during this year (1809):

April 26.—"Falconer & Comegys have just received and offer for sale at reasonable prices, at St. Louis and Ste. Genevieve, merchandise suitable for the approaching season."

May 24.—"For sale, 300 yards fine country linen, 1400 yards tow linen, 1500 pounds nails, 2000 gallons old whiskey, also a quantity of white rope. The above-mentioned articles will be sold by the quantity for cash, as low as first cost and carriage from Lexington, Ky., to this place. Those who wish to purchase will please call at the house formerly occupied by Mr. P. Leduc, opposite Alexander McNair's. GEORGE DALE."

July 26.—"The subscriber has opened in the store formerly occupied by Messrs. Hunt & Hankinson an assortment of dry-goods, groceries, and hardware, which he is determined to sell at reasonable terms. MATTHEW KERR."

September 13.—"Merchant tailor. Bernard Lalende, lately arrived from Bordeaux, takes the liberty to inform the public that he intends to follow the tailoring business in all its branches. He also takes this method of informing the ladies and gentlemen that he will sell at his shop cloth and other stuff, handkerchiefs, thread, wine, coffee, and Imperial tea, also an assortment of the best fiddle-strings."

September 13.—"P. Berthold and Paul, lately arrived from Baltimore and Philadelphia, offer for sale a very elegant assortment of dry-goods and groceries at very moderate prices for cash. They keep their store at Mr. Valois', Main Street."

December 21.—Bernard Pratte and John P. Cabanné announced that they had fresh goods on hand at "Pratte's old corner, Main and Market Streets."

December 26.—"William Shannon is now opening at the house of Francis Benoit a complete assortment of goods suitable to the present and approaching season."

During this year (June 7th) the dissolution of the firm of Hunt & Hankinson (Wilson P. Hunt and John Hankinson) was announced, and Henry M. Shreve & Co. (Fergus Moorehead) advertised a stock of goods next to Robidoux's residence, Block 6. On the 27th of September, Jacob Philipson announced the removal of his store to next above Gratiot's; and Falconer & Comegys advertised their store "in Labadie's store-house."

In 1810 the *Gazette* contained the following announcements:

January 11th.—"Just received an assortment of dry-goods and groceries, for sale at reasonable terms, also a keel-boat seventy feet in length. SAMUEL PERRY."

February 20th.—"F. Menard has the honor of informing the public that he is now opening, at the house of Mr. Pierre Chouteau, the following articles, which he will sell at wholesale or retail on very low terms: Sugar per one hundred pounds, \$20; coffee per one hundred pounds, \$40; Marsilles soap, dry-goods, Russia sheeting, brown linen, blankets, French brandy, rum, claret, etc."

April 19th.—"George Pescau, just from Philadelphia, with fresh goods, opened in the house of the late Mr. Robidoux."

April 23d.—"H. M. Shreve and Fergus Moorhead's store in Robidoux's log store, in block No. 6."

April 26th.—"Thomas Hickey, tailor and ladies' habit-maker, has commenced business on the Public Square, nearly opposite Col. Chouteau's."

April 26th.—"H. M. Shreve & Co. have brought from Philadelphia and opened at St. Louis a complete and general assortment of dry-goods, groceries, hardware, china, and queensware, iron, steel, castings, and stationery, at the most reduced

prices. They have opened at Ste. Genevieve an assortment of the above-mentioned goods, which shall be sold at reduced profit."

April 26th.—"Wood & Dunn have just arrived from Philadelphia, and have opened in St. Louis a general assortment of dry-goods suitable to the season, also groceries, queens and hardware, etc. They have also opened in Ste. Genevieve an assortment of dry-goods, groceries, hardware, etc."

May 10th.—"J. G. Comegys & Co. just returned from Philadelphia with a large stock of fresh goods, opposite Charles Gratiot."

July 12th.—"Patriek Lee, auctioneer, broker, and commission merchant, informs the public that his store near the post-office is well provided with dry-goods and groceries, which he will sell at a moderate price. He has commenced the business of a broker and auctioneer in the town of St. Louis, and will execute with the greatest punctuality the orders of such persons as may address themselves to him in that line."

September 20th.—"Horace Austin is opening at the old stand of Messrs. Falconer & Comegys a handsome assortment of dry-goods."

About this time the terms of sale were harter and exchange rather than cash. When "a heap of whiskey and peach brandy" were offered by Frederick Yeiger (1811) for "heef hides," with the remark, "no credit, as he can't write," it is not surprising that "Joseph Bouju, clock- and watch-maker, silversmith and jeweler," should offer for sale "cherry hounce, ratifia de Grenoble, whiskey, a gig and harness, with his keelboat and apparatus."

On Jan. 12, 1811, Jacob Philipson offered his goods "low to close out."

February 14th, Moses Scott advertised his store, "next above Baird's shop," and on May 22d McKnight & Brady informed the public that they had on hand a large stock of fresh goods opposite the residence of Gen. William Clark (Papin's old store).

Christian Wilt, from Philadelphia, advertised his goods July 25th, in Mussina's stand, and Depestre, De Mun & Co. announced September 11th that they were just from Philadelphia and Baltimore with an assortment of new goods.

In May, 1812, it was announced that McNair, Thompson & Co. had just opened a handsome assortment of merchandise from Philadelphia and Pittsburgh in Madame Rohidoux's house (Block 5), and that J. F. Laveille, just from New Orleans, had opened a new store in Madame Chouteau's house (Block 33). On the 6th of June the dissolution of the firm of Berthold & Paul was announced, and on the 17th of September the closing out of the business of Depestre & De Mun. On October 10th it was stated that Smith, Von Phul & Co., of Lexington, Ky., had dissolved, and that Smith & Von Phul would continue; and on November 6th that Veuve Pescay and Michael Tesson had dissolved the partnership existing since February, 1811, and that M. Tesson would continue alone.

During 1813 the following advertisements among others appeared:

January 9th.—"To the Ladies. Shawls, fine muslins, honnets, laces, etc., for sale at a moderate price. M. TESSON."

June 19th.—"Berthold & Chouteau have on sale a general assortment of dry-goods, groceries, hardware and crockery, etc."

November 13th.—"McKnight & Brady have just received from Baltimore an additional supply of woollens; will be sold for cash at their store on Main Street, opposite Governor Clark's."

On the 31st of December, 1814, McKnight & Brady gave notice that they had sold their stock and desired their accounts settled up.

Peter Lindell & Co. announced Nov. 26, 1814, that they would close their business on the 1st of January, 1815.

About the close of the war of 1812, say in 1816, there was quite an influx of men of business and capital to St. Louis. Some who, doubtless, during the war had studied its advantages decided that it was equally adapted for trade in peace, and the close of the war having given a great impetus to settlement in Illinois and Missouri, all these new settlements, as well as the old ones, began to look more and more to St. Louis as their place of obtaining supplies. Among those who came here at or about that time as merchants or engaging in mercantile pursuits were Col. John O'Fallon, Peter and Jesse Lindell, and Henry Von Phul. Others came after them, among them George Collier and James Clemens, Jr. Among the other merchants of St. Louis about this time were Thomas and John Cromwell, Charles W. Hunter, Isaac Bennett, Theodore Hunt, James Kennerly, Smith & Spicer, Thomas Hanly, René Paul & Co. ("new goods from Philadelphia and Baltimore in his new store-house," Block 4), John B. Herpin & Son ("new store from Philadelphia in Patrick Lee's former stand," Block 37), Stephen R. Wiggins, Patrick M. Dillon (at the house of Maj. P. Chouteau, Main Street, Block 28), John Little, Porter, Glasgow & Nivin, Maddock & Duval, and Charles Wahrendorff, who advertised German goods at Perkins & Drip's store, opposite the post-office. One of the leading business men and influential citizens of St. Louis about this time was Thomas Forsyth, who was a prominent figure in the early history of Illinois and Missouri. His father, William Forsyth, was a native of Aberdeen, Scotland, who came to America in 1757. After a short stay in Philadelphia he went to Canada, and was wounded in the battle of Quebec, where both Wolfe and Montcalm fell. He married in Canada and settled in Detroit (then a British town), where, Dec. 5, 1771, Thomas Forsyth was born. The boy received a plain but practical education, which qualified him for both the public and private business in which he afterwards engaged.

In 1793, Thomas Forsyth left Detroit, in company with his half-brother, John Kenzie, the founder of Chicago, and for several years engaged in trade with the Illinois Indians. In one of his Eastern trips he met and married a lady named De Maillot, of Hagerstown, Md., and in 1809 settled at Peoria, Ill. During the subsequent Indian troubles he exercised a great influence over the savages, especially the Pottawatomies, years of dealing with them having given him a perfect knowledge of their language and disposition.

To the Governors of both Missouri and Illinois he repeatedly conveyed intimations of threatened hostilities, and while he could not always avert war, he was able to do much to mitigate its horrors.

In recognition of his services he was appointed Indian agent at Peoria, with full power to act in case of an emergency, but the appointment was kept secret lest he should lose his influence over the tribes. After the massacre at the site of Chicago, in August, 1812, Mr. Forsyth, at the risk of his life, went directly to the Indians and secured the ransom of some of their captives. This was a most dangerous service, for had the Indians been aware of the fact that he was a government agent, he would no doubt have been burnt at the stake. It required the utmost sagacity and the greatest tact and skill to conduct these negotiations so as to retain the confidence of suspicious Indians; but his uniform kindness towards them and, above all, his unvarying candor and truthfulness in dealing with them gave him great influence and caused them to trust him implicitly. More than once his life was imperiled by the machinations of enemies who sought to compass his death at the hands of the savages, but his tact and good fortune always enabled him to escape.

Mr. Forsyth acted as agent for the Illinois Indians during the war, and when peace was declared he was intrusted with a still more responsible duty,—that of agent for the Sac and Fox Indians. He made treaties with these nations, which were always ratified by the government, and was charged with the distribution of large sums of money and great amounts of merchandise, which duty he performed with the strictest honesty and with marked ability. He retained this agency for many years, and it is thought that had he continued to hold the office the Black Hawk war would not have occurred.

He finally removed to St. Louis, and resided in the little village for several years, at the same time performing the duties of Indian agent and visiting Peoria as often as was necessary. He bought eight hundred acres of land owned by Jean Marie Papin (the progenitor of the Papin family), and forming a large part of what is now Forest Park, where he resided for the rest of his life, dying in 1832.

Nature bestowed upon Thomas Forsyth a sound and well-balanced mind in a sound and athletic body. He was a gifted talker and a most pleasant and entertaining companion. Benevolence and kindness of heart were his predominant traits. He occupied a prominent position in the community, as was due to one who had performed important public services. His private life was amiable and blameless, and he

died universally esteemed and regretted. He left four children,—John, who died at the age of twenty-one, while studying medicine with Dr. Farrar; Thomas, who was a rover, and died away from home; Mary, who married a French gentleman named Bouis and died within a year thereafter; and Robert, who was born in 1808 and died Nov. 1, 1872.

Robert Forsyth was a farmer, leading a quiet life of ease on his estate in St. Louis County, and was a respected citizen. He married Miss Anna M. Culver, of Pensacola, Fla., and left three children, all of whom are yet living,—William Forsyth, a resident of Kirkwood, near St. Louis; Mary, who married Dr. G. H. Morrill, and lives in St. Louis; and Laura, who married E. M. Tesson.

On Oct. 18, 1817, it was announced that Berthold & Chouteau's partnership had expired, and that A. P. Chouteau, De Mun, and John B. Sarpy would open there. November 29th it was stated that "Thomas Estes' one hundred thousand dollar" stock of goods had just been opened "in the store lately occupied by R. Collet, lower end." December 6th notice was given of "Gabriel and René Paul's large stock opening in R. Paul's stone house, North Main Street." Sanguinet & Bright advertised their store, December 13th, on Block 6, nearly opposite the post-office, and Bernard Pratte gave notice, December 13th, of his removal to his new brick house between Clemens' and Smith's stores. About this time Thomas McGuire & Co. transacted business "opposite Governor Clark's, lately M. Scott."

On the 23d of January, 1818, James Brand announced "a new stock from Philadelphia in the house formerly Sergt. Hall's printing-office;" on the 30th it was stated that "Thomas Estes has removed to the house formerly Peebles' tavern and since S. R. Wiggins' store;" February 13th, L. W. Boggs and Thomas Hanly gave notice that they had dissolved partnership, Boggs having purchased Hanly's interest. March 12th, Renshaw & Hoffman gave notice that they were just from Baltimore, "with all new goods, at the store formerly Collet & Daily's;" May 1st, J. Macklot & Co. advertised their goods in the store "lately M. Scott's, opposite the Indian office;" June 12th, Thomas P. Williams & Co., in the store recently occupied by Perkins & Drips; July 1st, Renshaw & Hoffman "removed to the centre frame store of the three recently put up by F. Dent, on Smith's lot, opposite Von Phul & Co., 'Sign of the Plow;'" July 24th, James Ciemens & Co., third door above the market on Main Street (Smith's store); July 31st, Samuel R. Ober, large stock new goods next below Collet & Daily, Block 37; August 19th, William Prout & Son,



ROBERT FORSYTH

"new goods just opened in Clark's old Indian office, opposite Porter, Glasgow & Nivin;" September 4th, Edward Tracy, just from New York, with new goods at the store of Dent & Rearick; September 4th, Jonathan Guest "has just opened his new goods in Maj. Douglass' new brick house," Elm Street; September 11th, Charles Wahrendorff & Co. "removed to next below the new banking-house, opposite to James Clemens';" September 25th, Jonathan Guest removed to Pratte's warehouse, at the lower corner of Market Street; December 1st, Thomas Hanly removed "to his new brick on the river;" December 4th, René and Gabriel Paul dissolved partnership, R. Paul retiring; December 11th, Gabriel Paul advertised an "auction and commission house, in R. Paul's stone house."

About 1819 business began to be classified, and there were separate dealers in groceries, in dry-goods, in hardware, although many houses still continued to deal in mixed merchandise; but Scott & Rule (Capt. Scott and William K. Rule) established a house in St. Louis almost exclusively for the sale of groceries, chiefly brought from New Orleans. Then there were Shackford & Ranney, then Gay & Estes, doing each a large business in the grocery line; James Clemens, John Smith, the Powels, Warburton, and several others almost exclusively dealers in dry-goods. On the 15th of January of this year James and George H. Kennerly advertised their business as being conducted in Clark's brick house, Block 10; January 22d, Dent & Rearick, Main Street, opposite H. Von Phul & Co., Block 33; February 3d, Chouteau & Sarpy removed to the store between Moses Scott and the old Indian council-house; February 10th, Christian and Andrew Wilt's new firm was advertised, and on the same day G. Paul's auction-room, "in his new brick house, opposite the theatre, Main Street," Block 11; April 7th, Renshaw & Hoffman "have removed next door north, lately Dent & Rearick, large warehouse in the rear;" April 28th, Charles W. Hunter "has removed from M. Kerr's old stand diagonally opposite his former place;" June 2d, Michael and Francis Tesson, copartnership; June 9th, partnership of Thomas Collet and Michael Daily dissolved, and a copartnership formed between Michael Daily and Madame Pescay; June 23d, Joseph Wiggins "removed to No. 2 in Chouteau's new brick row, nearly opposite Bank of Missouri;" June 30th, Julius de Mun, "new stock in M. Lisa's new house, opposite the *Enquirer* office;" July 24th, David W. Tuttle removed to No. 3 in Chouteau's new brick row, nearly opposite the Bank of Missouri; August 4th, James Timon & Son, new store next above Riddick's auction-house, late

Low & Trask; August 11th, David E. Cuyler "has a lot of goods for sale in Mr. Dillon's new brick store, opposite the Farmers' and Mechanics' Hotel;" December 8th, Theodore Papin and Joseph Amoreaux "have purchased the stock of Macklot & Co., and will continue the business in Gratiot's stone store;" December 23d, Charles Billon removed to his new establishment, North Main, at the corner opposite the old Gratiot residence; December 29th, Thomas Estes removed to No. 2 of Col. A. Chouteau's new brick row, South Main Street.

In 1820 the following firms advertised: January 5th, Castillo & Gilhuly, store in Moses Scott's former stand, South Main Street; January 19th, Joseph Hertzog, from Philadelphia, "will continue the business of C. & A. Wilt at the same place;" January 26th, William H. Savage; March 8th, Gilhuly & Cummins' store, in McKnight & Brady's brick house, north of the corner store; March 29th, Hastings & Simpson's store, South Main Street, in Collet's brick building; Samuel R. Ober, next below Hastings & Simpson; April 8th, Joseph and Francis Robidoux removed their store from old stand to Papin's brick house, Block 32; April 10th, "Charles Wahrendorff & Co. have dissolved;" April 19th, John Shackford & Co., third in Chouteau's brick row; May 3d, the new firm of Tracy & Wahrendorff formed "in old stand;" May 30th, Nathaniel D. Payne's new store, North Main Street, in Auguste P. Chouteau's new brick house; August 9th, George Burchmore, new goods; August 17th, Paul & Ingram, from Philadelphia, dry-goods, etc., in No. 1 in Auguste Chouteau's new brick row, Block 7; August 23d, Giles and John Samuel, merchants, in R. Paul's stone corner house, North Main Street.

From this mixed beginning the dry-goods trade of St. Louis sprang, just as the present magnificent city rose from the humble abodes which preceded the palaces and warehouses that now attract the admiration of every visitor.

The well-known wholesale and retail dry-goods house of William Barr & Co. was established in 1849, the original location being at the corner of Third and Market Streets; but after a few months the establishment was removed to the corner of Fourth and Olive Streets, where it remained until 1857. In that year the firm removed to a building which was afterwards enlarged until it occupied the entire block bounded by Third, Fourth, Vine, and St. Charles Streets. The present quarters of the firm, which is known as the William Barr Dry-Goods Company, and composed of William Barr, Charles H. Berking, and Joseph Franklin, are a handsome and imposing

structure located on Sixth Street, extending from Olive to Locust.

The failure of the Illinois banks in 1842, the low price of produce, and the stagnation of business in the West contributed to bring on a crisis in St. Louis. Many business men found themselves, after years of toil, left without a dollar; and the most fortunate were content if, by the sacrifice of all their past profits in trade, they could preserve their credit, and be prepared to commence business anew when the storm passed over. It required some two years to relieve the country of its embarrassments, to restore

taken place in various firms, some lost their books by the great fire of 1849, and others again declined giving any statement, although assured that it should be strictly confidential."

The statements of the business of six dry-goods houses were obtained, which sum up as follows:

Sales in 1845.....	\$1,119,057.20
" 1853.....	4,074,782.01
Increase in eight years.....	\$2,955,724.81

There were over twenty wholesale dry-goods houses, besides those situated near the North Market and o



WILLIAM BARR DRY-GOODS COMPANY,
Corner Sixth, Olive, and Locust Streets.

confidence and give a healthy tone to trade, especially in a city like St. Louis, where men had to rely mainly upon their own capital, being limited to one bank, with a capital of only six hundred thousand dollars.

From 1845 business maintained a steady and healthy growth, and "we have endeavored," says a local journal, "to gather some statistics illustrative of this fact. We have found difficulty in attaining our object, which was to give the business of the same houses in 1845 and 1853. Some of our business men have died, others have retired, changes have

Carondelet Avenue, nearly the same number, that transacted a large jobbing and retail business.

The above statement embraced two of the largest houses, and it also embraced two that were considered among the small houses in amount of business.

Another long-established firm in the dry-goods trade is that of Samuel C. Davis & Co., whose name is one of the business landmarks of St. Louis. The founder of the house, Samuel C. Davis, first came to St. Louis from Brookline, Mass., and began business in a little store at Market and Commercial Streets, then the business centre of the town. His partner was

J. R. Stanford. In addition to the dry-goods business the firm conducted a flourishing trade in boots and shoes and groceries. Mr. Stanford finally retired, and John Tilden and Eben Richards were admitted into partnership. In 1849 the house escaped the great fire, and in 1857 the business was removed to Nos. 8 and 10 North Main Street. In 1867, Mr. Tilden and Mr. Richards retired, and the house was then composed of Samuel C. Davis, Andrew W. Sproule, and John T. Davis, who still remain the partners in the firm. In 1872 the grocery department, and in 1873 the shoe department, both of which had been removed to No. 12 Main Street,

the reception and delivery of goods. The basement extends under the sidewalk of the streets, and is lighted by thick glass set in iron-work overhead. The building is amply provided with conveniences for the prompt and speedy handling of goods, and the establishment is altogether one of the most complete, as it is one of the most extensive, in the West.

About 1850 the leading dry-goods house of St. Louis was that of Rutherford & Day. Franklin O. Day, the junior member of the firm, and afterwards one of the most prominent merchants of the city, was born in Burlington, Vt., Oct. 31, 1816, both of his parents being natives of that State. His ancestor,



SAMUEL C. DAVIS & COMPANY,
Washington Avenue and Fifth Street.

were sold, and the house thenceforward restricted itself to the dry-goods trade. In August, 1871, was commenced the erection of the present magnificent building at the northwest corner of Fifth Street and Washington Avenue, which was completed and occupied in March, 1873. This structure, which is in the Italian style of architecture, and of spacious and imposing appearance, has a frontal of one hundred and seventy-five feet on Fifth Street by one hundred and twenty-five feet on Washington Avenue, and contains, including the basement, six floors. In the rear of the immense building there is a broad, paved area, left open to insure sufficient light and to facilitate

Robert Day, came to America from England with his wife, Mary, in 1634. It is a family tradition that the Days originally came from Wales, the name having been Dee, but in time it came to be written Daye or Day, to agree with the pronunciation.

Mr. Day received a common-school education, but at a very early age evinced a desire to obtain a knowledge of business in order that he might earn his own livelihood, and when a mere boy was employed in his father's dry-goods house. At the age of seventeen he left home and went to New York, where he obtained a situation in the same business. Two years later (when nineteen) his father's sudden death called

him home, and being the eldest son he settled his father's estate, and proved himself already to possess excellent business qualifications.

At the age of twenty-two he formed a partnership for the sale of dry-goods at Northfield, Vt. The business does not appear to have been a very large or paying one, for in three years he abandoned it and removed to St. Louis with only two hundred dollars. It is believed that this money was the fruit of his own industry and thrift, for he appears to have always taken care of himself after leaving home, and there is no record of his having received anything from his father's estate.

Upon arriving at St. Louis (in 1842 or 1843) he was employed by T. S. Rutherford in the wholesale dry-goods business, and so distinguished himself for efficiency that about January, 1845, he was admitted as a partner by Mr. Rutherford, the firm being T. S. Rutherford & Co. Four years later a second partnership was formed under the title of Rutherford & Day. Mr. Rutherford, who is still living (1882), continues to speak in the highest terms of the qualities shown by Mr. Day thus early in his business career.

During the latter years of his partnership with Mr. Rutherford the California excitement prevailed throughout the West, and St. Louis was the starting-point of numerous expeditions overland. A favorite speculation which brought fortunes to many was the shipping of live-stock across the plains to the Western El Dorado. After dissolving his partnership with Mr. Rutherford, Mr. Day engaged in a venture of this kind, accompanying a herd to California in 1853, but was too late to reap the expected profits, although the scheme was far from being a failure. His partner in the speculation was Mortimer Kennett, and the wearisome overland journey consumed six months.

In 1854, Mr. Day returned to St. Louis, and in the following year established himself in the wholesale liquor business with Charles Derby, the firm being Derby & Day. This enterprise, like everything undertaken by Mr. Day, prospered, and from quite a moderate beginning grew to be one of the largest interests of the kind in the city, its name being a synonym for careful, judicious management and honorable dealing. Mr. Day continued in this business until his death, Feb. 16, 1882. For some years he had been in declining health, but up to within a week of his death was able to visit the office and keep himself informed as to the general condition of affairs.

The leading characteristics of Mr. Day's business life were the exercise of unusual tact and foresight and the avoidance of all hazardous enterprises. As a result of his steady application to business he amassed

a fortune, at one time very large, consisting of valuable real estate in various portions of the city. Its value afterwards shrank somewhat, but he still left his family an estate estimated at perhaps half a million. He was a public-spirited property-owner, and but a short time before his death erected several very handsome five-story buildings on Locust Street, near the Equitable building, corner of Sixth Street.

On the 2d of October, 1849, Mr. Day married Lavinia M. Aull, who was born in Lexington, Mo. At his death he left a wife and four children, three sons and a daughter, the latter married to J. R. Truesdale, formerly of Pittsburgh, Pa., and now a leading business man of St. Louis. Of the sons, Frank P. Day and Lawrence W. Day were associated with their father in the establishment, and have practically succeeded to the management, in which capacity they have shown the possession of excellent business qualifications.

Mr. Day was associated in many important public enterprises, such as the St. Louis Bridge, the Merchants' Exchange, etc., and was a director in the Merchants' National Bank, the Franklin Savings-Bank, and the Boatmen's Insurance Company.

In one respect Mr. Day will long be held in grateful remembrance by all lovers of the beautiful. He was a man of fine taste, and was among the first in St. Louis to exhibit the desire to collect works of art. Among the famous pictures which he owned from time to time was "Paying the Rent," by Erskine Nicol, which took the second prize at the Paris Exposition of 1867. Mr. Day paid ten thousand dollars for this picture, and subsequently sold it to William H. Vanderbilt, whose gallery it adorns. Mr. Day also extended hearty encouragement to the establishment of art societies, etc.

Mr. Day was not a member of any church, but attended the Holy Communion (Episcopal), to which members of his family belonged. He was one of the most liberal contributors in the parish, and had a high appreciation of the worth of religion in matters of every-day life.

Among the business men of St. Louis who have been prominent within the past thirty or forty years few achieved a more substantial and meritorious success than did Mr. Day, and among those who have passed away none were more generally or deeply regretted than he. Many have lived and died who made a much more pretentious figure, but none possessed in richer store the essentials of true manhood, as exemplified both in business and in private life. Franklin O. Day and the class to which he belonged were worthy successors to the remarkable men who founded



Jan 20. 1852. Boston. 1852.

F. O. Day.

LIBRARY
OF THE
UNIVERSITY OF ILLINOIS.



R. M. Scruggs

St. Louis and set upon it the seal and signature of future greatness.

One of Mr. Day's most active and successful contemporaries in building up the dry-goods trade of St. Louis was Daniel W. Bell. Mr. Bell was born Feb. 27, 1831, at Salisbury, Md., and was the oldest son of Henry Bell, for many years a leading wholesale merchant of Lexington, Ky. Daniel W. Bell received his business training in the wholesale and retail store of his father in Lexington, and his scholastic education was obtained at Transylvania University. He began as salesman, but developing great commercial ability, he was after a few years admitted as a partner. He had a thorough knowledge of the trade, and was favorably known for his industry and integrity.

In 1857, Henry Bell & Son opened a wholesale dry-goods house in St. Louis, the management of the business being intrusted entirely to D. W. Bell, under whose personal supervision the house grew to be one of the most important west of the Alleghenies. At the beginning of the war it was merged into that of Henry Bell & Son, and continued until 1875, when Henry Bell withdrew from the business, which was carried on by D. W. Bell, who died Sept. 4, 1877.

Another house which has contributed immensely to the development of the dry-goods trade of St. Louis is that of Scruggs, Vandervoort & Barney, the members being Richard M. Scruggs, Charles E. Barney, Gustavus A. Scruggs, and William L. Vandervoort. The firm has long been one of the commercial institutions of the city, and occupies a fine warehouse, 421 to 425 North Fourth Street.

Richard M. Scruggs was born in Bedford County, Va., Feb. 10, 1822, of a well-known and prominent family. The only educational advantages he enjoyed were obtained at the "old field school," taught, as was common in those days, for a few months in the year by the most competent person living in the neighborhood. At the age of fifteen he entered a dry-goods store at Lynchburg, Va., where he remained for eight years. He was repeatedly promoted until he became the confidential clerk and book-keeper of the concern, which was the leading one of its class in the place. One of the partners having sold his interest, Mr. Scruggs accompanied him to Richmond, Va., where he held the same confidential position in his establishment for two years. He then started out to seek a new field in the South. He intended to settle at New Orleans, but passing through Huntsville, Ala., the beauty of the place and the attractions of its society induced him to remain there, and he entered the branch office of a large New Orleans cotton house as confidential clerk.

In May, 1849, he visited St. Louis, where he determined to settle, and in March, 1850, became a resident of the city, engaging in the retail dry-goods business in the firm of McClelland, Scruggs & Co. From modest beginnings the business grew rapidly, and the firm ultimately became one of the leading houses of its class in St. Louis. In 1860, Mr. Scruggs withdrew from the establishment, which passed into the hands of W. L. Vandervoort & Co., and in 1861 he assisted in organizing the wholesale dry-goods firm of McClelland, Pye & Co. In 1862, however, the derangements occasioned by the war rendered the discontinuance of the enterprise advisable. In 1865 he re-entered the retail business, the firm being Vandervoort, McClelland & Co. In 1868, Mr. McClelland retired, and the present firm of Scruggs, Vandervoort & Barney was organized, Mr. Barney having been a valued employé of the establishment since 1860, and for several years junior partner in the company.

The career of the house of Scruggs, Vandervoort & Barney has been characterized by an uninterrupted and generally increasing prosperity, and it may justly be ranked with the most prominent concerns of the kind in the country. As head of the firm, and as manager to a certain extent, Mr. Scruggs may be held (without detracting from the credit due to his efficient partners) to have prominently contributed to this result. His characteristics as a business man are unswerving integrity, careful attention to the financial details of the establishment, keen perceptive faculties, a ready and sound judgment, and a hearty enthusiasm in all he undertakes. His energy and aggressiveness have made him a popular and useful citizen, and his services are constantly in demand to push forward works of a public nature. Personally, he is sympathetic to a high degree, and gives freely but systematically and judiciously. Not only his means but his time have been largely given for the public benefit. For many years he has been a director in the Mercantile Library, and in 1870-71 was president of that corporation. He has long been a member of the board of commissioners to administer the Mullanphy Emigrant Relief Fund, and was unanimously elected president, serving from July, 1879, to October, 1881. For many years also he has been connected with the Missouri School for the Blind, and for two years has been, and is still, president of the board of directors. He has been often solicited to accept offices of a political nature, but shuns publicity and has invariably declined.

For several years Mr. Scruggs has been a member of St. John's Methodist Episcopal Church (South).

Beginning his church experience somewhat late in life, he quickly developed a remarkable fitness for religious work, and became a leader in all the church enterprises, religious as well as material. For seven years he has been superintendent of the church Sunday-school, and in this capacity has been remarkably successful. For about four years he has also been superintendent of the afternoon Sunday-school of the Page Avenue Methodist Episcopal Church. He is a trustee and steward in St. John's Church, and as a

of the representative houses of the Mississippi valley. J. H. Wear associated with him John W. Hickman, under the firm-name of Wear & Hickman, in the wholesale fancy dry-goods business in 1863. The original location was at the corner of Main and Chestnut Streets, where they remained until 1865, when they removed to 319 North Main Street. In 1867, Mr. Hickman withdrew, and the firm-name was changed to J. H. Wear & Co. His quarters having become too circumscribed for the business,



J. H. WEAR, BOOGHER & CO., DRY-GOODS,
Sixth and St. Charles Streets.

member of the official board has sought to infuse into church management as much of business-like principles and methods as possible. His counsels in church matters are always large-hearted and generous, and he infuses as much life and spirit into his religious undertakings as he does into his secular concerns. Though zealous in the cause of Methodism, Mr. Seruggs is free from narrow sectarianism, and gladly extends a hand to those of other denominations as co-workers in religious effort.

The firm of J. H. Wear, Boogher & Co. is one

Mr. Wear removed in the spring of 1871 to No. 508 North Main Street. Another removal soon became necessary, and on the 1st of January, 1875, the firm occupied the six-story building at the corner of Fifth Street and Washington Avenue. The present quarters are at the southwest corner of Sixth and St. Charles Streets. The firm is composed of J. H. Wear and Jesse L. and John P. Boogher.

One of the earliest dry-goods merchants of St. Louis was Wayman Crow. Mr. Crow removed to St. Louis from Kentucky in 1835, and opened a dry-

goods jobbing-house under the firm-name of Crow & Tevis, his associate, Terhune Tevis, residing in Philadelphia. Then all, or nearly all, the business was confined to the Levee (Water Street then) and Main Street, and the new firm located themselves temporarily at the corner of Water and Oak Streets) (the latter now known as Cherry), removing in the next spring to the stone house at the corner of Main and Olive Streets, which had been the residence of Col. René Paul. Of all the merchants engaged in business at the time the firm of Crow & Tevis began operations, none now remain actively engaged in trade. At that date the lines of communication between St. Louis and the East were by river to New Orleans, and thence by sea and by river to Pittsburgh, and thence by wagons to Philadelphia. Sixty days was then quick time between New York and St. Louis, and purchases of goods for the spring sales of March and April were made in the preceding September; those for the fall sales were made in June and July, and the arrivals of boats from New Orleans and Pittsburgh with the season's stock of goods for the different merchants of the town formed marked events. The communication with the interior was even less convenient, and sales were made always upon six months' time, with an indefinite period for collection. Commencing thus with a business of less than one hundred thousand dollars, Mr. Crow has remained at the head of the firm, increasing its business to millions of dollars per annum, and passing through all the financial revulsions that have marked the history of the West, in some of which as high as thirty per cent. interest was paid for the use of money that was even then obtainable only upon pledges of personal property, and not once did his house suspend or fail to meet all obligations promptly at the date of maturity. In 1837 the firm removed to a three-story brick house on the west side of Main Street, at the corner of Locust, belonging to Gen. Ashley, and in 1839 or 1840 to the O'Fallon block, nearly opposite that location. In this last building the firm continued in business until burned out by the fire of 1849, changing its style from Crow & Tevis to that of Crow, Tevis & McCreery, and afterwards, upon the retirement of Mr. Tevis, to that of Crow, McCreery & Barksdale. Up to this time the house had met and successfully passed through two panics, and when their stock of goods was destroyed by the "great fire," the members of the firm instead of faltering, as others of their associates did, were only spurred to greater enterprise. In the fall of 1849, Mr. Crow built a fine four-story brick warehouse at No. 216 Main Street, to which the business was removed.

Shortly after that date Mr. Barksdale retired to engage in the banking business, and the firm-name was changed to that of Crow, McCreery & Co. P. R. McCreery died in November, 1861, and George D. Appleton retired in the succeeding year. The members of the firm then were Wayman Crow, Wm. H. Hargadine, Hugh McKittrick, David D. Walker, and Francis Ely.

In 1871 the firm removed to the new Chouteau buildings, 523 North Main Street (near Washington Avenue), and occupied a handsome warehouse twenty-eight feet front by one hundred and forty feet deep, employing four stories for the storage of goods. The building was provided with all the modern appliances for transacting business with facility, including two elevators, one for the passage of customers from floor to floor, and the other for raising and lowering goods.

A newspaper, in its notice of the removal, remarked at the time, "The contrast between the small building on Water and Oak Streets, where the firm first began business, and the palatial house now occupied by them is scarcely less than that between the St. Louis of 1835 and the St. Louis of 1871, and not more marked than the changes that have been made in the mode and extent of business, the character of and terms upon which sales are made, and the facilities for handling and time of transit of goods from the foreign and domestic looms to the warehouse here and their distribution to interior merchants. The sales of one hundred thousand dollars per annum have increased to two million dollars, while credits have shrunk from six months to thirty and sixty days, with collections as prompt now as they then were dilatory. The country merchants visited the city once in six months, and the business of the year was crowded into two periods of thirty days each, and dullness intervened for four or five months, while now each day brings its quota of purchasers, and upon any day in the winter as much business is done, relatively to the trade of the year, as was then transacted in the three months of December, January, and February. Then the population of the Mississippi valley was confined to a narrow belt skirting the river and its tributaries, and the whistle of the locomotive was an unknown sound. Now, with increased population in all the great States of the valley, and with new regions daily being opened up to our commerce, Mr. Crow seems in his energy and enterprise to emulate his youth and still strive to place St. Louis in the front rank of commercial cities."

The present firm, under the style of Crow, Hargadine & Co., is composed of Wayman Crow, William

A. Hargadine, Hugh McKittrick, and Edward J. Glasgow, Jr. The warehouse, a handsome and imposing structure, is situated at the southeast corner of Eighth Street and Washington Avenue.

The great firm of Dodd, Brown & Co. was established in January, 1866, by Samuel M. Dodd and James G. Brown, who located on the corner of Main and Locust Streets, in a four-story building twenty-five feet by one hundred and twenty feet, and filled it with what was then considered a very large stock. Their sales during the first year aggregated one million two hundred and fifty thousand dollars, giving

who commenced the dry-goods business at No. 418 Franklin Avenue, with a cash capital of two thousand three hundred dollars. From this small beginning they have gradually built up one of the largest dry-goods houses in the country, and having made no less than six large additions to the original building, now occupy an imposing structure at the southeast corner of Fifth Street and Franklin Avenue.

In addition to the above there are a large number of flourishing dry-goods firms in St. Louis, and the trade is of vast proportions. The amount of capital employed in the business was estimated by Joseph



DODD, BROWN & CO.,
Corner Fifth and St. Charles Streets.

them a front rank in the trade. The firm continued business at the original store until 1869, when it removed to 217 North Main Street. In 1871 it erected the present warehouse at the northeast corner of Fifth and St. Charles Streets. It is an immense building, five stories in height with a basement, covering about sixty thousand square feet, and provided with all the conveniences necessary to facilitate the vast business of the firm. The house as at present constituted is composed of Samuel M. and Marcus D. Dodd, James G. Brown, and Hamilton Daughaday.

The firm of D. Crawford & Co. was established in 1866 by Dugald Crawford and Alexander Russell,

Franklin, of the William Barr Dry-Goods Company, in 1880, at \$10,000,000, and the amount of business annually at \$35,000,000. From 1870 to 1880 the trade had doubled in the aggregate.

In 1881 twelve exclusively wholesale and importing houses were engaged in the trade, besides seven dry-goods commission houses and one wholesale and retail house, making a total of twenty houses engaged in wholesaling dry-goods. The business transacted during the year amounted in value to over \$28,000,000. In addition to the wholesale houses there were 207 retail establishments in St. Louis.

Closely allied with the dry-goods trade are the

wholesale fancy goods and notions and the wholesale millinery and straw goods trades. In the fancy goods and notions trade twenty-four wholesale houses were engaged in 1881, their business annually amounting to about \$8,000,000. The number of wholesale and retail houses engaged in the same trade, in addition to the twenty-four houses referred to, was 183. In the wholesale millinery and straw goods business eleven large concerns were engaged, with a business amounting to more than three million dollars per annum, besides which there were eighty-eight millinery firms.

The extensive carpet and curtain house of John Kennard & Sons, long eminent in enterprise and business standing, is the oldest house in the special line of goods dealt in in the whole West, and the largest house in its trade west of New York. It has occupied the same locality for twenty-seven years, during which time its business connections and volume of trade have steadily and continually increased, and its reputation for taste and judgment, like its commercial standing and mercantile repute, has never ceased to rise higher and higher.

The founder of this house, John Kennard, even before he came to St. Louis, had made himself known both in the East and the West as one of the most energetic and enterprising men of business of his day. His knowledge of goods and of the trade was remarkably extensive; his reputation in the East as a buyer was only excelled by his standing in the West as a salesman and judge of the market. He had the closest and most intimate familiarity with the processes of manufacture and the tendencies and drift of custom; one glance at a fabric enabled him to discover at once how and of what it was made, and what were its prospects to please the taste or satisfy the notions of customers.

John Kennard was a Marylander by birth, and descended of ancient and honorable stock, English in ancestry, on both the male and female sides of the house. His father, John Kennard, was the grandson of the Kennard (John also) who immigrated from England in the early part of the eighteenth century. John Kennard of the existing firm is the *fifth* John Kennard, son of John, the fifth in direct line from the settler in "Old Kent." John Kennard the first patented an estate of considerable proportions in Kent County, Md., the property being about Worton. Some of his descendants still hold land in that neighborhood and about Rock Hall. John the second, unlike several other of his father's children, who settled elsewhere in the peninsula of Maryland and Delaware (one went to Philadelphia, another to South Carolina

and made a fortune), remained at the paternal homestead, his by right of birth as the oldest born, and here his son, John the third, was born March 28, 1778. John, the third, when he grew up left the home place and settled in Talbot County, where, Jan. 15, 1807, he married Mary Spencer. John Kennard the third was a man of remarkable and stately presence, and his manners had something of the *grand air*. He lived in different parts of Maryland and the West, dying eventually in Lexington, Ky., on Jan. 8, 1840. His wife, Mary Spencer, who survived to the age of eighty-seven years, a hale and hearty nonagenarian, was a daughter of Hon. Perry Spencer, one of the most considerable men of his day and section, a ship-builder of prominence when the ship-yards of the Chesapeake were famous all over the world, a leading politician and representative, and three times in immediate succession (1800-8) elector for his State on the Presidential ticket. His homestead, "Spencer Hall," on Miles River, had been continuously in the family from the arrival of the founder of the family, James Spencer, in 1670.

John Kennard the fourth, the subject of this sketch, son of John the third and Mary Spencer, was born in the town of Easton, Talbot Co., Md., Aug. 14, 1809. His parents had other children,—Perry S. Kennard, of St. Louis; Robert O., of Vicksburg; Mary, married to Dr. Newman, of St. Louis; and Elizabeth, wife of Whittington King, of Lexington, Ky.

A few years after the birth of John Kennard fourth his parents removed to Baltimore and took up their residence in that city. Mr. Kennard, Sr., had nearly impoverished himself by undertaking the guardianship of his father's minor children and acting the part of a father to them, and he was consequently not able to give his son John any great educational advantages. Indeed, he received but little schooling, and it was only by giving the same assiduous attention to books, reading, and study which he applied to business that the young man was able to repair the defects of so meagre an academic training as had been at his command. He was still only a lad when he entered the wholesale dry-goods house of Thomas Mummey (afterwards Mummey & Meredith, Mummey, Meredith & Spencer, and Meredith & Spencer), one of the largest establishments in Baltimore, and having control especially of an extensive Western and Southern trade.

Here Mr. Kennard was able to learn the rudiments of commerce and merchandise under exceptionally favorable auspices, and he made such good use of his opportunities that he speedily became known as one of the best young business men in the city, and in a

few years had such confidence in his own energy and capacity as to go into business for himself. In 1832 the Asiatic cholera desolated Baltimore, and in a few days Mr. Mumme, his wife, his brother and his wife were all borne to the grave, none of them surviving more than a few hours' illness. It was in this first encounter with the dreaded pestilence in its most fatal form (for then no one knew anything about the disease and its treatment) that Mr. Kennard acquired that familiar knowledge of nursing in epidemics and of the way to combat diseases of the kind which he afterwards put to such exemplary and heroic use during the visits of the cholera plague to Lexington and St. Louis. In the former city his services in these seasons of affliction will not soon be forgotten, though most of the generation in which they were rendered has already passed away. In 1833, Wednesday evening, August 21st, by Rev. Eli Henkle, pastor of St. John's Methodist Protestant Church, Baltimore, Mr. Kennard was married to Rebecca Owings Mumme, daughter of his former employer, lately deceased.

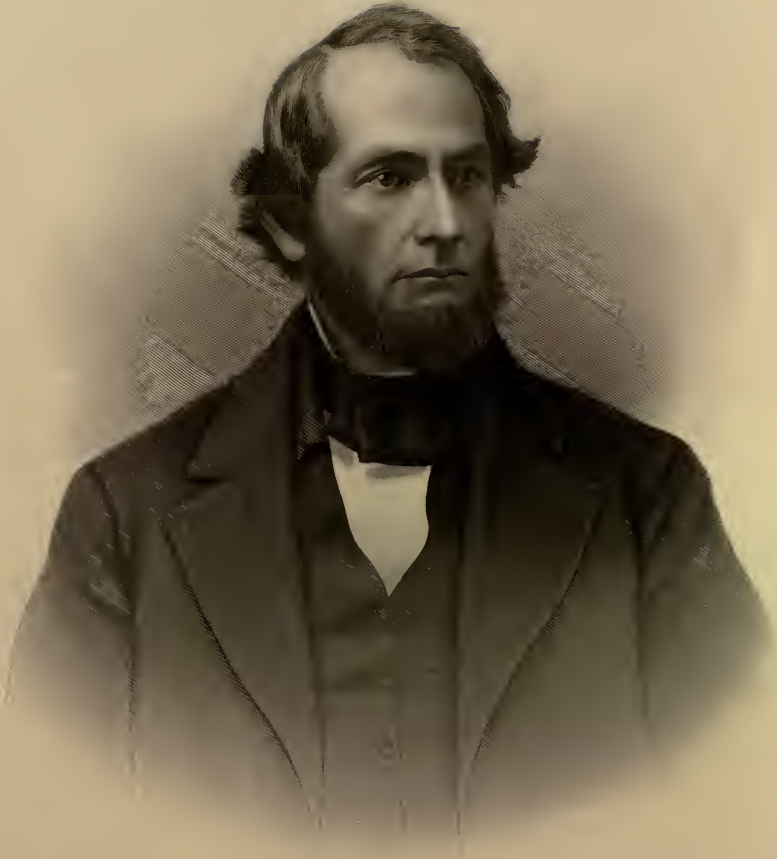
Mrs. Kennard's family was good old Maryland stock all round. There are no better people in ancient Baltimore County than those who bear the names of Cockey, Deye, and Owings. Thomas Mumme's grandfather was Joshua, son of Richard Owings, an extensive owner of mill-seats; his grandmother was Mary Cockey, daughter of John and Eliza Cockey. The names of Cockey, Deye, Owings, and their kinsfolk the Gists are familiar enough all through the West, where they were pioneers; but before that they were pioneers also in Maryland. Joshua Owings was one of the members of the first vestry of the first Episcopal Church in Maryland west of Baltimore, and in his house (it is still standing, though greatly altered) the first Methodist converts in Maryland assembled, and Asbury preached his first sermons. Mary Cockey (Owings) was born Dec. 10, 1716, and died Feb. 6, 1768, the mother of ten children. One of these children, Marcella, born July 5, 1748, married Thomas Worthington, and lived to be ninety-six years old. Another, Rebecca, born Jan. 27, 1751, was married to Samuel Mumme, and died Dec. 24, 1806.

Samuel Mumme (it has been conjectured that the name was originally Munnings, but it is undoubtedly the same name now so familiar in Washington County, Md., as Mumma, and the original of which, *Mumme*, meaning "masker," "nummer," is of very frequent occurrence in and around Bremen) was one of three brothers who came when very young from Germany and settled in Baltimore County,—tradesmen, with no fortune but their craft and their indus-

try. The other two brothers were John and Christopher. John married Margaretta Beam, one of a milling family, and Christopher, after doing service in the army of Washington during the Revolution, went West and settled in Kentucky.

Samuel Mumme and Rebecca, his wife, were the parents of six children, of whom Thomas, the eldest, was born Oct. 26, 1774, in Baltimore County. He had but scant schooling, but was a well-read man before he died. He came to Baltimore very early to seek his fortune, his estate at that time consisting chiefly of a new suit of clothes and seven or eight silver dollars, the products of the sale of the skins of rabbits caught in his traps during the winter. Ten years later he was in business for himself, and pushing his way toward that fortune with a most untiring energy. His associates on Market Street habitually called him *par excellence* "the minuteman." On July 13, 1797, Thomas Mumme was married to Catharine Fishburne, of Frederick County, Md., born May 14, 1778, the daughter of Philip Fishburne and Elizabeth, his wife. Philip Fishburne was English by birth, a man of studious turn, with a bent for astronomy. He had been educated in Germany with the intention of becoming a clergyman. This plan had been abandoned and emigration to America substituted for it; but the studious man still retained his piety and his fondness for the venerable old tomes, vellum-bound quartos, and pig-skin folios which were in his library. He was a member of the Committee of Safety in Frederick County during the Revolutionary war, and was greatly esteemed.

Thomas and Catharine Mumme had thirteen children, of whom Rebecca, the wife of John Kennard, was the eighth. "Sister" Mumme, as all her contemporaries used to call her, was in every way a most beautiful character, lovely in her person, flawless in her soul, and brilliant of mind,—a woman whom all looked up to, and to whom leadership was natural. Sister Mumme's house was the resort of the whole Methodist Conference; Sister Mumme's "class" and prayer-meeting and missionary society were the most esteemed of all their kind in the community. The "sainted woman" was what the Catholic ladies and priests who encountered her in her errands of charity and of consolation used to call her. Sister Mumme had energy to match her zeal and decision to balance the sweet serenity of her character. She led the secession in 1829 out of which the Methodist Protestant Church grew, and once, when her husband's business became involved through indorsing for others, she went into business herself, and not only supported



John Kennard

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the family, but always had a thousand dollars or so to lend her husband to take up a note maturing at an ill time. As for Thomas Mummey, the minute-man, it is enough to say that he was worthy to be husband of this Sister Catharine, the sainted woman. He lost two or three fortunes by the default of those whom he helped in business, yet when he died in 1832 each of his children got a clean little fortune out of his estate. He was a man of affairs, helpful and public-spirited; was a defender of Baltimore at the battle of North Point, member of the City Council, director in the State Penitentiary, and prominent in fire companies, insurance companies, and banks.

Not long after his marriage with Rebecca Mummey, John Kennard went to the West in search of a business location. He had determined to cross the Alleghenies into the West and plant himself at some place where he might grow up with the country. He landed at St. Louis the day of the dedication of the Cathedral, and visited Cincinnati and other places, but without coming to a decision. After an experiment with Madison, Ind., Mr. Kennard at length established himself in the "Athens of the West," Lexington, Ky., the heart and pride of the Blue Grass region. Here John and his father went into the dry-goods business, but the old gentleman only lived to 1840, and his son established other business connections. It was a bad time for business in the West, after the terrible panic, collapse, and depression of 1837, when that section, the centre of the gigantic land speculations, suffered most, because all values were locked up in land, and sunk together in the common vortex of one universal depreciation. Mr. Kennard had a young and growing family, and there were a good many people besides, more or less helpless themselves, whom it was the instinctive need of his heart, rather than the demand of reason or practical judgment, to help on and prop up somehow, though he made himself their staff. But he had the energy, the vitality, the industry of a dozen men. Nothing could keep such a man down. He could not fetter himself so tightly that his own forces were unable to break the bonds. And he had much to give away, because he was so simple in his habits, knowing nothing beyond the pale of his church, his family, and his business. Not many years before his death he told the writer of this that he could not recollect that in all his life he had spent five dollars altogether upon himself. A more unselfish man never lived, nor a better and more devoted husband and father, nor a more consistent, humble-minded Christian, nor a better man of business.

In business Mr. Kennard conjoined to a consummate tact and a delicate and perfectly educated taste

a fiery energy in action, the closest scrutiny and supervision in management, and a knowledge and intimate familiarity with all the details which could not be surpassed. He knew every part of every department himself, and looked after it himself. His quickness and dispatch were almost marvelous, and in every case they rested upon a perfect and thorough acquaintance with his subject in all its bearings.

After Mr. Kennard had established himself at last in the carpet trade in Lexington, had taken his sons in with him, and thoroughly grasped the business and all its possibilities, he found that the field in Lexington was too small for such a trade as he sought for J. Kennard & Sons. The town was rich, but it was old, conservative, off the line of travel. The maximum of sales was easy to reach, but it was not easy for one to get above and beyond that; in fact, it could not be transcended. Mr. Kennard made up his mind. He wanted to build up a large business, which, put in the hands of his sons, trained in his methods and brought up under his eye, might be expanded by them to indefinitely great proportions. He removed to St. Louis, established himself there, on Fourth Street, in the carpet and curtain trade in 1857, and that is the beginning of the present house.

With such a foundation the house might be expected to prosper, and so it did from the very first. Mr. Kennard was always successful in St. Louis; he made money rapidly from the start, and might have accumulated largely. But he had set out in life with the determination never to be worth more than fifty thousand dollars, and when his earnings rose above that self-imposed limit he quietly gave the surplus away.

Mr. Kennard died Nov. 18, 1872, aged sixty-three years, the cause of his death being typhoid pneumonia. A shaft marks the place of his interment in Bellefontaine Cemetery. His widow survives him. Mr. and Mrs. Kennard were the parents of eight children. Of these, three are living,—Mary Rebecca, John, and Samuel M., comprising the existing firm of J. Kennard & Sons.

The house and the business are a hundredfold larger in every way than the J. Kennard & Sons of Lexington in 1857, yet it is conducted upon identically the same principles, and owes its success, its prosperity, and its capacity for safe and unchecked expansion to the fact that it has retained the methods and the groundwork of the elder John Kennard. His insight, tact, discrimination, good taste, prompt methods, close scrutiny, square and upright dealings, and safe and sound financiering are part of the capital and the stock in trade of the house to-day. It is not only

as a reminiscence, but as a symbol also that the firm and the sign remain to-day as originally constituted, John Kennard & Sons. He is still, in spirit, influence, and example, the head of the house he established.

The late William Henry Haggerty was at one time among the largest retail dry-goods merchants of the city. Mr. Haggerty was born in County Cork, Ireland, Sept. 6, 1829, of parents who were widely known and highly respected. His mother having been left a widow and thrown upon her own resources, engaged in mercantile business, in which she achieved remarkable success. Her sons inherited her talents for trade, and when William Henry left Ireland for America, being then but eighteen years old, he found employment in a large dry-goods house, successfully conducted by three brothers, in New Orleans.

Young Haggerty spent some five years in that business and then removed to St. Louis, having just two dollars and fifteen cents in his pocket when he landed. He went to the house of Murdoch & Dickson (yet well remembered), explained his condition and the plan he had formed to go into business, showed the two dollars and fifteen cents, and asked for a little credit. Murdoch scrutinized the young man, and remarking that he "seemed like a nice, honest Irishman," granted the request, and young Haggerty started out with a lot of whips which he peddled about town. He soon returned and paid the little indebtedness, a matter of but two or three dollars. From this transaction there resulted a friendship that lasted until Mr. Murdoch's death, many years later.

Having saved money enough to buy a horse and wagon, his next venture was to purchase a stock of tea, which he sold by the pound to the French cottagers on the Gravois road and other parts of the town far from retail stores. In this also he succeeded, and soon realized a sum sufficient to justify the thought of marriage and of engaging regularly in business.

In 1854 he returned to New Orleans, and was married to Anna M. Boylan, daughter of Commodore Boylan, who was interested in a steamship line from New Orleans to Liverpool.

During the same year he embarked in the retail dry-goods trade, and prospered to such an extent that he ventured to open a more pretentious business in what was then known as the "red store," on Seventh Street, opposite the Centre Market, between Spruce and Poplar Streets. Many of the oldest families in the city were his customers, and he made money rapidly. He was ever on the alert for advantageous bargains, and made a practice of frequenting auction sales of fire and bankrupt stocks, and while he bought boldly, his judgment was seldom at fault, and he soon came

to be regarded as one of the best business men in the city in that particular line.

In 1862 he disposed of his retail business and engaged in the wholesale jobbing trade on Main Street. Then for some years he conducted a wholesale auction house, and finally once more engaged in the jobbing business. In January, 1880, he admitted his son Thomas J. as partner, and placed the business in his charge. He next became a member of the auction firm of Haggerty & Dewes, and finally, having been incapacitated for work by an accident, he merged his jobbing business into a stock company under the corporate name of Haggerty & Son Auction Goods Company, in which shape the business was being conducted when he died, March 11, 1882, leaving a handsome fortune to his widow and a family of nine children.

Mr. Haggerty was a zealous member of the Catholic Church, and for sixteen years of St. John's parish. His life was marked by many deeds of unostentatious charity, and he was deeply interested in all the benevolent enterprises of the church, especially those involving the care of orphans. He was also a member of the St. Vincent de Paul Society, and was one of the five charter members of the Knights of St. Patrick. In all these relations he shunned publicity, but his advice was always sought, and generally proved judicious.

When a boy Mr. Haggerty enjoyed but scanty school privileges, and it is said that, realizing his deficiencies, he used to spend his evenings, after the day's hard work was over, in the store at New Orleans, under the direction of one of the older brothers, in learning to write, "cipher," and keep books. From this point onward his success was steady and uniform, and in his particular line of business he deserves to be classed among the representative men of St. Louis.

Silk.—The *Morus multicaulis* fever reached Missouri in 1838-39, and forthwith spread like a prairie on fire. "The theory was a beautiful one: one acre planted in mulberry-trees would feed worms sufficient to produce thousands of dollars of silk,—wealth could not be garnered sooner from a Potosi mine."¹ In the *Republican* of March 7, 1839, "the stockholders in the Missouri Silk Company" were advised that,—

"The undersigned, being the persons named in the act incorporating the Missouri Silk Company to call a meeting of the members of said association for the acceptance of and organization under said act, do hereby give notice that a meeting will be held on Monday evening, March 18, 1839, at 7 P.M.

"William C. Anderson, John J. Anderson, Andrew J. Davis, Charles P. Billon, Joseph Settinius, N. Paschall, H. Perrin."

¹ Edwards' Great West.



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E. A. Weston

The visions of home-made silk, however, were rapidly dissipated, and the Missouri Silk Company quietly accepted the inevitable and "closed its little being without light."

Clothing, Hats, Caps, and Furs.—The manufacture and sale of ready-made clothing is one of the leading industries of St. Louis,¹ the business also embracing hosiery, gloves, handkerchiefs, neck-wear, etc. Sixteen firms were engaged in the wholesale clothing trade in 1881, the business aggregating four million dollars. The number of wholesale and retail firms was seventy-six. In the wholesale hat, cap, and fur trade seven firms, besides thirty-eight retail firms, were engaged, the business aggregating two million five hundred thousand dollars.



F. W. HUMPHREY & CO.,
Northeast corner Fifth and Pine Streets.

One of the prominent clothing firms is that of F. W. Humphrey & Co. (F. W. Humphrey and Henry S.

¹ Aug. 17, 1808, was published in the *Missouri Gazette* the advertisement of William Harris, hatter. August 24th, Calvin Burns, tailor, announced that he wanted two or three journey-

Ferguson), who occupy a building at the northeast corner of Fifth and Pine Streets.

Edward Martin, one of the leading manufacturers of clothing and prominent business men of St. Louis, was born June 9, 1830, in Parish Fintona, County Tyrone, Ireland, where his father and uncle owned freehold estates and were considered wealthy. Edward was employed upon his father's farm until 1852, when, desiring to better his condition, he relinquished his claim as oldest son to the paternal estate and came to the United States, settling in Cincinnati, where he found employment in the dry-goods house of James & John Slevin. In this occupation he succeeded finely, exhibiting superior business qualifications. His habits of economy enabled him to save some money, and in 1858 he was prepared to establish himself in business. He engaged in the manufacture and sale of clothing by wholesale, and soon built up a large and substantial business, and the house, although not claimed to be the largest in Cincinnati, was recognized as one of the most flourishing there. It employed at one time three hundred hands, and its yearly sales were not far from half a million dollars. Its trade was largely with the West and South, and desiring to be nearer the actual field of its operations, Mr. Martin, in 1867, established a branch house in St. Louis, and placed it in charge of his two brothers, Claude and John Martin. In 1873, Mr. Martin consolidated the two houses and removed to St. Louis, where he has since resided.

Under the name and style of Edward Martin & Co., his clothing establishment is known to the trade as well as to the general public as one of the solid institutions of the city. Its yearly transactions amount to hundreds of thousands of dollars, and it employs a large number of hands. If it is not in the very front rank of houses in its special line of trade, it is through no lack of ability on the part of Mr. Martin; but he is accustomed to say that he is making money fast enough and does not want to burden himself with the care of a large business. As a clothing manufacturer, Mr. Martin has been uniformly successful. He has never met with any mishaps, and has always been able to pay his obligations as they matured. The same

men. Sept. 6, 1809, Bernard Lalande, merchant tailor from Bordeaux, advertised the latest Paris and London fashions. In July, 1817, Doun & McDaniel, tailors, were practicing their trade "on Main Street, opposite R. Paul." March 6, 1818, J. H. Boyer, "tailor from Europe," notified the public that he might be found at P. Chouteau's. Feb. 3, 1819, Joseph White & Co., hatters, had a store "below Hull's grocery." April 8, 1820, McKenna & Co., tailors from New York, announced that they had established themselves "in Mrs. Vincent's new frame, next to her residence, Main Street."

reason that has induced him to keep his business within moderate limits has prevented him from going outside to indulge in speculation. His only venture, therefore, outside of his business has been a little "deal" in real estate, and he owns a few pieces of valuable property in some of the choicest business quarters of St. Louis. Mr. Martin, in other words, is a quiet, observant business man, and his career shows that signal success may be won from small beginnings, simply by careful, close, and honest dealings, a thrifty attention to details, and an avoidance of speculation.

The Provision Trade.—No interest in St. Louis has developed more largely in recent years than the provision trade in all its branches. The live-stock interest, taken as a whole, places St. Louis in the second rank of all American cities, and this satisfactory showing is largely contributed to by the packers and other dealers, whose business since 1861 has been dignified as a special interest.

As early as 1832 there appears to have been meat-packing, purely for local consumption, in St. Louis, but of course in a small way, scarcely larger in extent, perhaps, than the more primitive practice of a decade earlier of drying meat in the sun.

The number of hogs packed in St. Louis in 1843-44 was above 16,000 head; 1844-45, 13,000 head; 1845-46, 31,000 head; and 1846-47, to January 6th, 20,053 head.

In 1861 the local product first began to assume proportions capable of comparison with the importations, and for a few years thereafter the demand for supplies to fill the calls of the commissary department of the United States army greatly enhanced the value of the product and improved the trade.

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

Receipts for Twenty-one Years.

Year.	Pork.	Ham and Meats.	Lard.
	Barrels.	Pounds.	Pounds.
1882.....	78,502	92,217,813	13,480,610
1881.....	17,692	77,736,968	16,526,606
1880.....	13,658	77,376,418	8,248,208
1879.....	32,113	92,983,380	8,415,176
1878.....	52,200	58,611,064	7,019,741
1877.....	45,482	48,203,972	7,087,001
1876.....	45,632	50,290,716	6,067,325
1875.....	46,547	51,556,146	6,732,320
1874.....	55,453	52,104,380	6,877,560
1873.....	57,476	50,071,760	8,981,820
1872.....	60,207	63,434,860	11,288,890
1871.....	88,442	57,804,350	10,093,460
1870.....	77,398	44,494,770	6,215,150
1869.....	78,236	47,225,140	7,778,410
1868.....	85,127	46,753,360	5,941,650
1867.....	92,071	47,623,450	7,229,670
1866.....	56,740	31,278,150	5,004,870
1865.....	66,822	34,781,570	6,391,030
1864.....	71,559	45,291,770	9,057,250
1863.....	34,256	49,387,870	9,501,930
1862.....	51,187	40,340,850	11,592,940

Shipments for Eighteen Years.

Year.	Pork.	Ham and Meats.	Lard.
	Barrels.	Pounds.	Pounds.
1882.....	100,139	140,785,135	39,829,146
1881.....	71,826	139,012,260	43,449,768
1880.....	79,416	146,362,997	38,004,829
1879.....	89,385	159,398,870	38,925,903
1878.....	112,375	125,602,088	40,452,505
1877.....	108,768	119,955,382	34,725,726
1876.....	86,141	106,803,076	29,292,879
1875.....	95,503	105,809,598	24,145,176
1874.....	90,343	133,486,380	27,112,270
1873.....	105,876	184,392,770	37,156,810
1872.....	114,329	147,141,960	33,943,860
1871.....	131,732	123,665,060	30,750,470
1870.....	115,236	77,501,130	15,507,840
1869.....	120,002	75,755,450	13,322,900
1868.....	130,268	58,228,270	12,945,490
1867.....	138,226	70,095,130	14,318,210
1866.....	92,595	49,897,050	7,462,230
1865.....	109,702	64,910,870	9,569,830

PACKING AT ST. LOUIS FOR TWENTY-ONE SEASONS.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard, all kinds.	Average cost per 100 lbs. Gross.
1881-82.....	316,379	253.97 gross.	35.13	6.21
1880-81.....	474,159	250.86 "	35.56	4.62
1879-80.....	577,793	258.18 "	36.08	4.05
1878-79.....	639,261	264 "	40.45	2.83
1877-78.....	509,540	270 "	38.20	3.96
1876-77.....	414,747	255 "	32.55	6.70
1875-76.....	329,895	268.47 "	36.56	7.17
1874-75.....	462,246	240 "	30	7.00
1873-74.....	463,793	261.53 "	34.18	.....
1872-73.....	538,000	260 "	34.50	.....
1871-72.....	419,032	263.15 "	35.17	.....
1870-71.....	305,600	216 net.	.....	.....
1869-70.....	241,316	190.50 "	.....	.....
1868-69.....	231,937	189.27 "	.....	.....
1867-68.....	237,160	193.91 "	.....	.....
1866-67.....	183,543	222.34 "	.....	.....
1865-66.....	123,335	208.91 "	.....	.....
1864-65.....	191,590	178.60 "	.....	.....
1863-64.....	244,000	179 "	.....	.....
1862-63.....	178,750	207 "	.....	.....
1861-62.....	89,093	224.50 "	.....	.....

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

	Hogs.
March 1 to March 1, 1881-82.....	556,379
" " " 1880-81.....	884,159
" " " 1879-80.....	927,793
" " " 1878-79.....	771,261

It is, of course, understood that the packing season includes less than a calendar year.

There are thirty-five packing firms in St. Louis, some of them very extensive and of national reputation in the trade for their large product and the excellence of their wares. St. Louis cured hams of favorite brands and canned beef of the St. Louis Beef-Canning Company has an extensive foreign as well as American reputation. Indeed, the export trade in this line has in recent years grown to mammoth proportions.

The provision trade of St. Louis in all its ramifications probably represents, including buildings, public and private, a capital of \$12,000,000, and an annual product in excess of that amount in value. It is therefore a very large interest, both in its home and foreign character.

The sources of supply during 1880 and 1881 were:

	PORK.		HAMS.		MEATS.		LARD.	
	1880.	1881.	1880.	1881.	1880.	1881.	1880.	1881.
	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
East.....	1,754	1,934	2,069,664	3,823,719	39,340,985	48,585,196	5,511,495	12,311,541
East and Northeast..	6,677	13,354	457,561	554,028	12,406,590	11,414,606	989,178	2,117,293
South.....	48	272	54,664	77,378	177,033	160,782	306,887	260,582
North.....	5,179	2,132	358,985	929,613	22,510,936	12,191,646	1,440,648	1,837,190
Total.....	13,658	17,692	2,940,874	5,384,738	74,435,544	72,352,230	8,248,208	16,526,606

The exports during the same period, and the direction of the same, were :

	PORK.		HAMS.		MEATS.		LARD.	
	1880.	1881.	1880.	1881.	1880.	1881.	1880.	1881.
	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Northward.....	76,077	68,943	9,594,793	8,730,855	102,582,677	96,081,872	23,557,013	25,144,585
Eastward.....	3,032	505	12,006,449	6,795,426	18,797,356	24,375,452	13,977,911	17,255,650
Westward.....	74	2,134	2,064,105	1,683,374	1,013,115	1,162,759	358,890	887,061
Southward.....	233	244	113,915	136,765	190,587	45,757	111,015	162,472
Total.....	79,416	71,826	23,779,262	17,346,420	122,583,735	121,665,840	38,004,829	43,449,768

The growing popularity of American side-meat and hams in Europe largely accounts for this change in method of foreign shipments to the bulk form, and a similar change of form is proportionately true of beef, for while only 9000 barrels and tierces were shipped, the enormous quantity of 4,037,164 pounds of canned beef was sent abroad from this market in 1881.

Charles W. Knapp, in his able paper on "St. Louis: Past, Present, and Future," read before the "Round Table" as late as Oct. 14, 1882, presents the following review of her produce, provision, and live-stock trades :

"We can see as a general fact that a large majority of the 8050 purely mercantile concerns in St. Louis conduct some species of retail or merchandise jobbing business, but there is no sort of statistical information respecting these departments of trade; so we can only survey intelligently the operations of the limited class who conduct the produce, provision, and live-stock trades, of which the exchanges compile full and interesting reports. These are, however, not alone the direct sources of great wealth, but largely the mainspring of all other trade, and it is the first striking evidence of the commercial importance of St. Louis that the value of the produce, provisions, and live-stock handled here is exceeded in no other city in the world except Chicago. I estimate the value of the commodities of this kind which St. Louis handled in 1881, including lumber, as \$200,000,000, while the secretary of the Chicago Board of Trade puts down \$300,000,000 for that city, and the superintendent of the Cincinnati Chamber of Commerce \$130,000,000 for that city. Exhibit No. 7 will show you the receipts of all important products of the farm, forest, and mine at both Chicago and St. Louis.

EXHIBIT No. 7—RECEIPTS OF THE CALENDAR YEAR 1881.

	Chicago.		St. Louis.
	<i>Gross.</i>	<i>Net.</i>	<i>Gross.</i>
Flour.....bbls.	4,815,239	956,457	1,620,996
Wheat.....bush.	14,824,990	11,884,256	13,243,571
Corn.....bush.	78,393,315	61,464,899	21,256,310
Oats.....bush.	24,861,538	14,451,494	6,295,050
Rye.....bush.	1,363,552	587,779	469,769
Barley.....bush.	5,695,358	4,244,892	2,411,723
Flour in wheat.....bush.	21,668,575	4,304,056	7,294,482
Total.....	146,807,328	97,187,377	50,871,805
Cotton.....bales.	.....	.....	465,332
Tobacco.....hhds.	.....	.....	22,042
Cattle.....head.	1,498,550	.....	503,862
Hogs.....head.	6,474,844	.....	1,672,153
Sheep.....head.	493,624	.....	334,426
Horses and mules.....head.	12,906	.....	54,547
Pork.....bbls.	52,298	.....	17,692
Ment.....lbs.	138,787,745	.....	72,352,230
Lard.....lbs.	61,403,671	.....	43,449,768
Hay.....tons.	57,452	.....	98,097
Potatoes.....bush.	2,386,105	.....	1,378,759
Malt.....bush.	341,654	.....	185,763
Butter.....lbs.	66,270,785	.....	8,247,401
Hides.....number.	77,803,155	.....	20,078,814
Wool.....lbs.	45,343,995	.....	11,198,272
Lumber.....feet.	1,878,922,000	.....	434,043,094
Shingles.....number.	863,915,000	.....	56,578,785
Iron ore.....tons.	298,247	.....	173,307
Pig-iron.....tons.	324,106	.....	116,240
Pig-lead.....tons.	17,545	.....	925,406
Coal.....tons.	2,000,000	.....	1,800,000

"I direct your attention especially to the difference between the gross and net receipts of Chicago, for in the usual statements of Chicago's trade the gross receipts are given in utter disregard of the fact that they include everything that passes through Chicago, as well as what stops at that city and is handled there, although Chicago has no more interest in this through movement than any ordinary railway station on the lines of transit. Its Board of Trade reports give the through movement of grain, so it is feasible to make out the net receipts,

as I have done, but of everything else the gross receipts alone are attainable, although thirty-four per cent. of the gross receipts of grain being through movement, the proportion in other lines must also be considerable. At St. Louis, on the other hand, there is practically no through movement, except of cotton, so that if the net receipts of that commodity be made the basis of calculation, the fair method of comparison with Chicago is with the net figures of that city as far as obtainable. Now look at the exhibit and you will see that in the produce trade, at least, St. Louis makes no mean showing beside Chicago.

"It has, doubtless, not struck you, however, that St. Louis led Chicago in 1881 as a produce market, but if you will figure on the value of the receipts at each city,—I mean the produce actually handled,—you will find that the aggregate value of what came to St. Louis exceeded what was handled at Chicago nearly three and a half million dollars. Exhibit No. 8 will make this plain to you and recall one of the most important results St. Louis owes to its natural advantages of situation, that it is eligibly located for handling largely the products of both the Northern and Southern States, so that its receipts of cotton and tobacco more than overbalance the greater receipts of grain at Chicago.

EXHIBIT NO. 8—MONEY VALUE OF PRODUCE RECEIPTS, 1881.

	Chicago.	St. Louis.
Flour	\$4,780,285	\$9,412,800
Wheat.....	13,669,903	15,230,106
Corn.....	30,732,449	10,629,655
Oats.....	5,780,597	2,527,020
Rye.....	837,779	469,769
Barley.....	4,244,893	2,411,723
Cotton.....	.....	20,000,000
Tobacco.....	.....	3,000,000
Hay.....	1,000,000	1,600,000
Potatoes.....	1,900,000	1,100,000
Total.....	\$62,945,886	\$66,381,073"

Retail Butchers.—Necessarily in a city of the size of St. Louis the home consumption of meats is large and the dealers numerous. The butchers number nearly eight hundred, and there are fifteen market-houses, the largest being the Union, on the block between Fifth, Sixth, Christy Avenue, and Morgan Streets.

One of the earliest butchers in St. Louis was Benjamin Estill, who on the 17th of September, 1814, published the following advertisement:

"The subscriber respectfully informs the citizens of St. Louis that he will commence the butchering business on Monday next. With deference he requests the heads of families and masters of shops to meet him on that morning at market-house and partake of his first essay, as a free will offered at the commencement of his business.

"The farmers who make St. Louis a market for their beef are invited to call on the subscriber at the Sign of the Cross-Keys, at the south end of St. Louis, and make positive contracts for their cattle, as the subscriber wishes to destroy the prevailing idea of advantages being taken of them in bringing their beef to this market. Those who will favor him with their custom shall always have their money on the delivery of their beef.

"BENJAMIN ESTILL."

Public markets are, however, less popular than formerly, and most of the butchers have their own shops, a majority belonging to the Meat Shopmen's

Association, organized in 1879 to protect the dealers against excessive license fees. In this they have succeeded, after much litigation carried to the court of last resort in the State.

A Butchers' Association, however, was formed as early as 1859.

"The butchers of St. Louis to the number of about eighty," says a contemporary account, "held a meeting yesterday afternoon [Aug. 25, 1859], at Washington Hall, for the purpose of forming an association 'for the more effectual protection of their interests.' If we understand the case clearly, the association is designed to make arrangements by which the butchers will be able themselves to render the tallow and tan the hides which they now sell to the dealers in those articles.

"On motion, Capt. James C. Denny was called to the chair, and C. L. Kraft appointed secretary. The following preamble and resolutions were offered and unanimously adopted:

"WHEREAS, The butchers of St. Louis, for their mutual benefit, the further advancement of their own interests, and to put a stop to unfair oppression, have seen fit to form themselves into an association;

"Resolved, That we form ourselves into an association to be known as the Butchers' Rendering Association of St. Louis.

"Resolved, That a finance committee be appointed, whose duty it shall be to wait upon the butchers and collect whatever installments shall be adjudged necessary.

"Resolved, That a committee of ways and means be appointed to ascertain the most practical way of commencing operations.

"The following financial committee was then appointed: Andrew Hochmuth, Hampton Woodruff, George Hughes, Daniel Frewoyd, Robert Dickey, Edward Heitzberg, Vincent & Block, Eckert Gotschamer, John Krutse, J. Stuart, Christ. Zimmer, George Schrader, N. Christian, T. McNamara, Charles Zoller, F. Hague, John Shall, Capt. Denny.

On motion, a building committee of six was appointed as follows: William Mulhall, Thomas Kidney, James Cooney, H. Springer, J. McNamara, Sebastian Winters."¹

¹ In 1861 there was considerable dissatisfaction among the butchers of St. Louis owing to the existence of unlicensed shops for the sale of meat, and on the 26th of December a mass-meeting of the butchers was held at the Wedge House to take action in the premises.

"On motion of James Denny, W. Hohenschild was called to the chair, and William Grant appointed secretary. The following preamble and resolutions were unanimously adopted:

"WHEREAS, the butchers of St. Louis, lessees of stalls in the different public markets of the city, are heavily taxed by the city for said stalls to carry on a legitimate business; and whereas, unlicensed meat-shops for the sale of fresh meat, contrary to law, are in full operation and being opened in different parts of the city, directly interfering with our business in the markets; and whereas, it is an undeniable fact that the butchers in the different markets do more than any other class of men to alleviate the wants of the poor of the city and the different institutions for the support of the needy and oppressed; and whereas, the municipal authorities are opposed to such shops being opened or allowed; therefore,

"Resolved, That we would respectfully request the Board of Public Commissioners, in consideration of the above facts, to order the chief of police to cause all such persons selling fresh meats contrary to law to be arrested and punished accordingly.

"Resolved, That a committee of three from each market be

Cattle Trade, Live-Stock Yards, etc.—The geographical as well as commercial position of St. Louis makes her the natural receiving and distributing point for cattle, sheep, and hogs from Texas, Arkansas, Illinois, Iowa, Colorado, Nebraska, and Kansas. About 1848 the packing of beef and pork had already grown to be an important industry, and as many as thirteen establishments were engaged in the business in St. Louis and vicinity. From the 1st of November, 1848, to Jan. 31, 1849, the number of beeves packed by the firms of William Risley & Son, G. & C. Bayha, John Sigerson, Joseph J. Bates, and Henry Ames & Co. was 2148. In 1870 the Texas cattle trade began to seek a market in St. Louis, the receipts of cattle for that year showing a gain of 77,857 head, mostly credited to Texan cattle. In 1871 the receipts of Texan cattle amounted to 87,210 head. The total receipts and shipments of cattle at St. Louis during the seven years from 1865 to 1871 were :

Year.	Receipts.	Shipments.
1871.....	199,427	129,827
1870.....	201,422	129,748
1869.....	124,565	59,867
1868.....	115,352	37,277
1867.....	74,146	26,799
1866.....	103,259	24,462
1865.....	94,307	46,712

RECEIPTS AND SHIPMENTS OF SHEEP FOR SEVEN YEARS.

Year.	Receipts.	Shipments.
1871.....	118,864	38,465
1870.....	94,477	11,649
1869.....	96,626	12,416
1868.....	79,315	6,415
1867.....	62,974	19,022
1866.....	64,647	15,194
1865.....	52,133	8,680

Prior to 1873, the natural advantages offered by St. Louis for this trade not being availed of, Chicago

appointed to confer with the butchers of their respective markets, composed of the following gentlemen :

“Christian Volz, Francis Mulhall, and John J. Puller, from Museum Market.

“Mr. Benson and Mr. Meisinger, from Gamble Market.

“Henry Springer, Wm. Mulhall, and Thomas O’Connor, from North Market.

“Hampton Woodruff, Augustus Berkley, Henry Weisel, and Mr. President, from Centre Market.

“Mr. Block, Augustus Meisebach, Henry Karmann, and George Lamhrech, from South Market.

“Matthew O’Connor, Conrad Schnurr, and John Reeder, from City Market.

“Charles Schuchmann, Abraham Mack, and Timothy Clancy, from Carr Market.

“Eckhart Gottschammer and Philip Schuchmann, from Biddle Market.

“John Schole and John Keller, from Sturgeon Market.

“Robert Dickey, William Grant, and John Burnett, from Lucas Market.

“August Geeser and Wm. Reifeis, from Soulard Market.

“William Murphy and Henry Pfeiffer, from Washington Market.”

derived nearly all the benefit of the cattle trade of these States. It was in that year that a few Eastern gentlemen who thoroughly realized the great possibilities of the situation formed the St. Louis National Stock-Yards Company and established the St. Louis National Stock-Yards. This was no ordinary venture; the amount of money required was very large, and the opposition from the interest of other cities that would be antagonized had to be met with sufficient power to overcome it. All this was accomplished, and to-day St. Louis possesses the largest and most complete and perfect live-stock yards in the United States. At the same time the city secured an interest that distributes many millions of dollars every year among her manufacturers and merchants.

The original stockholders of the National Company were Wm. H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Banker, A. Boody, A. B. Baylis, Samuel F. Barger, Allerton, Dutcher & Moore, T. C. Eastman, Alexander M. White, Isaac H. Knox, John L. Macaulay, John B. Bowman, and Levi Parsons, of the Land Grant and Trust Company. Most of the stockholders were New York capitalists. The terminal facilities thus acquired for handling cattle consigned to the St. Louis market are extensive, and include all the appliances of yardage, tracks, exchanges, pens, hotel accommodation for stockmen, and other conveniences now demanded by this rapidly growing interest.

The tract of land of which the stock-yards proper form a part was purchased by the St. Louis National Stock-Yards Company on the 1st of March, 1871, from John B. Bowman and J. L. Griswold, of East St. Louis. This tract, containing four hundred acres, is situated on both sides of the Cahokia Creek, about one mile north of the city of East St. Louis, in St. Clair County, Ill. On the east the track of the St. Louis, Vandalia and Terre Haute Railway affords communication, while the tract is bisected near its western limits by the track of the Toledo, Wabash and Western Railway. Between these two roads there is a connecting link which passes through the paved and improved yards, thus giving superior advantages for the reception and shipment of stock. An addition to the original purchase was made subsequently by a negotiation with E. Matthews for a tract of two hundred and fifty-two acres. The price paid for the first four hundred acres purchased was \$145,000. The purchase from Mr. Matthews cost the company \$50,000. The National Stock-Yards Company is therefore the owner of six hundred and fifty-two acres of land, for which it paid \$195,000.

The original capital of the incorporated company

was one million dollars, but the charter confers the special privilege of increasing the capital stock as circumstances may demand.

This important enterprise was originated by the great New York and Chicago stock firm of Allerton, Dutcher & Moore, who are entitled to the credit of having successfully enlisted the attention of moneyed men and brought about a combination of some of the greatest capitalists of the nation to carry forward the great work. That these yards were located in Illinois instead of Missouri is due solely to the fact that the company found it impossible to purchase at any reasonable price a suitable tract of sufficient extent equally convenient to business on the Missouri side. Though situated in Illinois, the National Stock-Yards are essentially a St. Louis institution. The ground having been secured, work was at once commenced. A. M. Allerton, a gentleman of tact and energy, gave his personal attention to the work. About one hundred and fifty acres of the four-hundred-acre tract were surveyed, and the work of grading commenced. This was a vast undertaking, as mounds were to be leveled down and ponds filled up, but an immense amount of work was performed in a very short time. The whole ground was bisected by sewers placed six feet below the surface. Water-pipes were laid, and regular streets or avenues were laid out. All this was done before the work of constructing sheds, barns, and inclosures was commenced. But this work once completed a large force of men was at once employed in building above ground. Vast quantities of lumber were used in this work. The posts are all of red-cedar; the fencing, roofs, etc., are of yellow-pine. The offices, hotel, and exchange hall are lighted by gas manufactured at the company's own works, and two powerful engines supply the yards with an abundance of water.

The ground was platted, with avenues running north and south, east and west, crossing at right angles. Those running from the south are three hundred and ninety-two feet apart. The first one, called Avenue A, is one hundred and ninety-six feet from the east line of the yard. Avenue F is one hundred and ninety-six feet from the south line. The avenues are divided into yards or sheds for cattle. The original plan calls for two hundred and eighty-nine yards. These yards accommodate fifteen thousand horned cattle, and outside space with good arrangements for feeding and shelter is furnished for twenty thousand more. The yards and avenues are paved with the Belgian pavement.

On the west side of the yard, and near to the northwest corner, the eye rests upon an immense

frame structure, painted white, which is eleven hundred and twenty-two feet long and one hundred feet wide. Extending directly through the middle of the building, for its entire length, is a broad passageway, on either side of which are located the hog-pens, seventy in number, with a total capacity of holding twenty thousand hogs.

In the centre of the immense yard for herding stock are situated the offices of the company. The building is in the centre of a square, which has been laid off with avenues extending towards the cardinal points of the compass. The structure is of brick, two stories, besides the basement, with sleeping accommodations for clerks, watchmen, and laborers.

The chief attraction in the neighborhood of the St. Louis National Stock-Yards is the Allerton House, a five-story brick structure, containing over one hundred and thirty chambers, besides a dining-hall, billiard-room, wide halls, a large office, and parlors and sitting-rooms. The architectural appearance of the building is very imposing, and it is supplied with water and gas throughout, heated by steam, and furnished with all the comfortable appendages of a first-class hotel. Thomas Walsh was the architect, and Milburn & Sons contractors. The cost of the building was about one hundred and twenty-five thousand dollars. The structure is one hundred and fifty feet front, and extends back two hundred and forty-eight feet. A portion of the back extension is only three stories high.

The yards were formally opened on the 20th of November, 1873, on which occasion addresses were delivered by Hon. S. M. Kase, Hon. E. O. Stanard, Mayor Bowman, of East St. Louis, N. M. Bell, of St. Louis, Hon. John Hincheliffe, Hon. L. H. Hite, and Judge William G. Case.

The National Yards are located about a mile beyond East St. Louis, in a district known in early times as "the Great American Bottom," and have a world-wide reputation for their completeness. Railway magnates have fostered the interest, and Jay Gould has become a large stockholder in the National Company.

The Union Stock-Yards at Bremen are wholly a St. Louis enterprise, and utilize about fifty acres in terminal facilities for the handling of cattle, hogs, and sheep. The Venice and Madison County Ferry chiefly transports this stock over the river from Venice, and the delay of passing through East St. Louis is thereby avoided. A capital of three hundred and fifty thousand dollars is employed by this establishment.

The St. Louis Union Stock-Yard Company was

organized in March, 1874, and grounds, consisting of twenty-three and a half acres, were purchased in April for one hundred thousand dollars. No time was lost in pushing on the work, as the exchange was commenced in May, and the yards and pens in June. There are 127 hog-pens, capable of containing 25,000 hogs, and 65 cattle-pens, able to accommodate 2000 head of cattle.

There are also a number of private stock-yards in the suburbs on both sides of the river, but the bulk of the import and export trade necessarily gravitates toward the public yards, where dealing is only in large round lots or car-loads. During the last eighteen years the receipts of cattle, sheep, and hogs, and the exports of the same, have been as follows :

YEAR.	RECEIPTS.			SHIPMENTS.		
	Cattle.	Sheep.	Hogs.	Cattle.	Sheep.	Hogs.
1882.....	443,169	443,120	846,228	188,486	245,071	264,584
1881.....	503,862	334,426	1,672,153	293,092	170,395	889,909
1880.....	424,720	205,969	1,840,684	228,879	93,522	770,769
1879.....	420,654	182,648	1,762,724	226,255	88,083	686,099
1878.....	406,235	168,095	1,451,634	261,723	74,433	528,627
1877.....	411,909	200,502	896,319	251,566	87,569	314,287
1876.....	349,043	157,831	877,160	220,430	67,886	232,876
1875.....	335,742	125,679	628,569	216,701	37,784	126,729
1874.....	360,925	114,913	1,126,586	226,678	35,577	453,710
1873.....	279,678	86,434	973,512	180,662	18,902	224,873
1872.....	263,404	115,904	759,076	164,870	29,540	188,700
1871.....	199,527	118,899	633,370	130,018	37,465	113,913
1870.....	201,422	94,477	310,850	129,748	11,049	17,156
1869.....	124,565	96,626	344,848	59,807	12,416	39,076
1868.....	115,352	79,315	301,569	37,277	6,415	16,277
1867.....	74,146	62,074	298,241	26,799	19,022	28,627
1866.....	103,259	64,047	217,622	24,462	15,194	13,368
1865.....	94,807	52,133	99,663	46,712	8,680	17,869

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1882.

RECEIVED BY	RECEIPTS.				SHIPMENTS.			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
	Head.	Head.	Head.	Head.	Head.	Head.	Head.	Head.
Chicago and Alton Railroad (Missouri Division).....	16,892	68,686	32,741	2,192	188	317	3,891	193
Missouri Pacific Railway.....	162,683	152,427	91,639	4,558	293	975	5,605	1,272
St. Louis and San Francisco Railroad.....	53,657	48,099	60,811	887	277	94	638	310
St. Louis, Wabash and Pacific Railroad (Western Division).....	73,145	294,248	86,697	6,978	5,061	.....	220	5,274
St. Louis, Iron Mountain and Southern Railroad.....	65,427	7,557	28,947	8,873	266	41	40,835	1,239
Missouri Pacific Railroad (Kansas and Texas Division).....	6,168	10,939	3,329	788	330	11	16,985	410
Cairo Short Line Railroad.....	4,858	2,680	6,946	1,584	361	345	85	3,387
Louisville and Nashville Railroad.....	3,324	3,960	1,511	439	30	1,192	.....	908
St. Louis and Cairo Railroad.....	3,323	1,325	5,524	151	.....	.....	101	.....
Ohio and Mississippi Railroad.....	4,537	6,836	2,840	4,350	18,749	22,573	18,087	5,666
Chicago and Alton Railroad.....	6,641	54,812	32,123	3,694	21,727	20,628	7,134	2,363
Indianapolis and St. Louis Railroad.....	6,187	25,618	9,428	1,518	62,580	52,380	26,875	3,354
Vandalia and Terre Haute Railroad.....	4,154	8,511	27,400	735	38,594	116,720	106,548	7,745
St. Louis, Wabash and Pacific Railroad (Eastern Division).....	5,230	47,830	6,080	417	36,338	48,697	17,285	2,777
Chicago, Burlington and Quincy Railroad (East. Division).....	.....	.....	.....	.....	.....	120	.....	.....
Illinois and St. Louis Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Keokuk and St. Louis Railroad.....	2,511	6,233	4,140	632	276	.....	95	2,797
Chicago, Burlington and Quincy Railroad (North Division).....	4,070	58,170	10,100	1,189	1,732	.....	.....	2,619
Lower Mississippi River boats.....	7,874	21,201	13,101	2,263	.....	.....	.....	.....
Upper Mississippi River boats.....	3,604	3,051	6,039	679	.....	.....	.....	.....
Illinois River boats.....	2,761	17,990	3,692	596	1,681	482	787	5,941
Missouri River boats.....	245	3,090	1,161	80	.....	.....	.....	.....
Ohio, Cumberland and Tennessee River boats.....	2	.....	292	55	.....	.....	.....	.....
Driven in from country.....	6,875	2,965	8,579	60	.....	.....	.....	.....
Totals.....	443,169	846,228	443,120	42,718	188,486	264,584	245,071	46,255

How many million dollars annually are invested in live-stock dealings in this market is readily calculable, but the local consumption demand is not more readily ascertainable than the actual exports, for the latter are largely contingent upon the extent of the demand of the beef-canning companies, the proportion of stock exported alive being still comparatively inconsiderable in this valley.

In his paper on "St. Louis: Past, Present, and Future," Charles W. Knapp does not find the live-stock trade as encouraging as he thinks it ought to be.

"Though it has increased," he says, "during the last dozen years, the comparison with Chicago was more favorable in the matter of cattle ten years ago than to-day, while such gain upon Chicago as has been made in the matter of hogs is more than counterbalanced by the failure of our packers to take ad-

vantage of the increased receipts, as will be made plain by Exhibit No. 32. Connected with this most unsatisfactory record is the further fact that the receipts of packed meats at St. Louis have fallen off considerably in recent years, the receipts of barreled pork in 1861 having been about eighty-four per cent. greater than in 1881, and of mess-pork sixty per cent. greater, while of lard we only got twelve per cent. more in 1881.

EXHIBIT NO. 32—PORK-PACKING YEAR ENDING MARCH.

	Chicago.	St. Louis.	Kansas City.	Cincinnati.	Milwaukee.
1878-79.....	4,960,956	771,261	.....	.....	.....
1879-80.....	4,680,637	987,793	.....	.....	.....
1880-81.....	5,752,191	824,159	579,398	632,981	462,348
1881-82.....	5,100,484	556,379	800,928	508,458	486,066

EXHIBIT NO. 32—CATTLE RECEIPTS.

	Chicago.	St. Louis.	St. Louis per cent. of Chicago.
1865.....	330,301	94,307	28.55
1870.....	532,964	.....	.....
1872.....	684,075	263,404	38.50
1877.....	1,096,745	411,969	37.49
1881.....	1,498,550	503,862	33.72

HOG RECEIPTS.

	Chicago.	St. Louis.	St. Louis per cent. of Chicago.
1865.....	757,072	99,663	13.16
1870.....	1,693,158	310,850	18.36
1880.....	7,059,355	1,840,684	26.22
1881.....	6,494,844	1,672,153	25.76"

St. Louis Beef-Canning Company.—A prominent factor in the enlargement of the provision trade of St. Louis is the St. Louis Beef-Canning Company, whose base of operations is the National Stock-Yards, East St. Louis. This establishment—which in its European exports has with its cooked meats superseded the “roast beef of Old England,” according to a consular report—was organized in 1876, with a capital stock of four hundred thousand dollars, and occupied its present packing and warehouses, covering four acres, in 1879. Its successive presidents have been R. D. Hunter, H. L. Newman, Isaac H. Knox, and G. L. Joy, the latter being the present executive, with the following board of directors: Messrs. Knox, Joy, J. B. Dutcher, A. M. White, T. C. Eastman, S. W. Allerton, and R. W. Donnell.

Beginning with packing twenty-five beeves a day, the company has now a capacity to handle one thousand head, and employs from eight hundred to one thousand hands daily, according to the season. For two years it did not intermit a single day, although it is unusual for packers to operate continuously through the year. The aggregate packing during the three years ending May, 1882, was two hundred and one thousand one hundred and thirty-seven head, about one-half of which product was exported.

The cash value of the daily product is over fifty thousand dollars, and the establishment is the second largest of its kind in the world.

The company buys the choicest cattle at the adjacent National Stock-Yards, where they are cooled and rested before slaughtering. After this the sides of beef are perfectly chilled by an improved process; they are then “cut down,” the ribs and loins shipped all over the country, supplying dealers in Boston, New York, Philadelphia, Pittsburgh, Cincinnati, St. Louis, and the remainder prepared for curing. The curing cellars of the company extend under the main buildings, and cover about three acres. The bulk of the meat is cured, cooked, and packed in cases in due time; the hams are smoked and turned out under the “Star of the West” brand, and the balance packed in barrels as “rolled” and “plate beef.” The tin can department—as an illustration of the magnitude of the business—employs, in addition to numerous labor-saving machines for stamping, soldering, etc., from one hundred to one hundred and fifty hands, and manufactures daily tin cans enough, when filled, to load from

six to ten cars, according to the size of the cans. The company imports its own tin and manufactures its own solder. Another interesting feature is the “fertilizing department,” which is located at some distance from the main works, and utilizes all the refuse, converting it into valuable fertilizers,—azotine, dried blood, bone-meal, etc. The horns and large bones are sorted, treated, and sold to manufacturers of buttons, combs, fancy toilet articles, etc. This department employs about twenty-five hands, and produces about six car-loads of material per day. The chief business of the company is the packing and sale of canned cooked meats, and the correspondents of the company are in all countries. The first operations were the packing of corned beef, but rapid extension has been made, until the list now comprises corned, roast, and boiled beef, whole and compressed beef tongue, lunch tongue, ham, ox-kidney, ox-tail, pigs' feet, and English brawn, or head cheese. These are all packed in tins ranging from one to twenty-eight pounds in weight, and are ready for instant use. The company also packs a beef or lunch sausage cooked. The goods of the company have been exhibited and tested in the fairs of the world, and have gathered trophies at Paris, London, the American Institute of New York, and elsewhere.

Horse and Mule Marts.—Long antedating the history of the army mule the patient beast “without pride of ancestry or hope of posterity” had contributed largely to the commercial growth and importance of St. Louis. In 1856 the firm of A. Shulerr & Co., predecessors of Reilly & Wolfort, commenced the establishment of sale-stables which now outrival in number and capital employed the sales-yards of London, and give to Broadway for many blocks a national reputation as the location of the largest horse and mule market in the United States, and with respect to dealings in mules, the largest in the world. The extent of the trade in the supply of these animals for the Southern plantations and the Western plains, as well as for use by local carrying companies, had been generally known, and there was some knowledge too of the fact that the United States government was a large purchaser of horses and mules in this market; but it remained for the accredited representatives of a foreign government to demonstrate a few years ago, and beyond cavil, that St. Louis leads the world in the number, quality, and monetary value of its mules. Large purchases were made here by both combatants in the Franco-Prussian war. The British found the Mississippi valley mule best adapted by hardihood to service in India; the Turks discovered the same quality of adaptation for the Orient; and the French government, after purchasing here large

numbers of fine horses for its cavalry, added still larger orders for mules for service in the Tunisian campaign.

But while the attainable statistics show a trade of nearly ten millions of dollars annually, it is doubtful whether this sum really represents the actual transactions in horses and mules within forty per cent., for the reason that the larger portion of the stock imported from the vicinage, or within perhaps a hundred miles, is driven direct to the sale-stables, and does not therefore appear upon the tabulated returns of the railroads and transportation companies. For example, a compilation of the returns to the Merchants' Exchange for 1881 shows the receipts of horses and mules to have been forty-two thousand three hundred and sixty-five, and the shipments to exceed that number largely. The same anomaly is exhibited in the reports of former years. Indeed, a single one of the ten larger houses engaged in the business shipped in 1881 upwards of half the number thus recorded, and in the first four months of 1882 the shipments exceeded seven thousand, a large portion of the stock being exported to England, Scotland, and the West Indies. A fact not generally known in this connection is that fine mules bring a higher price than fine horses for exportation, although the home demand keeps the prices of inferior or second-class animals about even. Foreign buyers will pay for choice mules from two hundred and fifty to three hundred and fifty dollars a head, in round lots, and even more, while they would expect to pay for the same grade of horses not more than from two hundred to two hundred and fifty dollars. The longevity and hardihood of the mule is rated a third higher by foreign purchasers. The United States government is the most exacting of American buyers, and the French are the most particular of the purchasers from abroad.

The receipts and shipments of horses and mules at St. Louis from 1874 to 1882, inclusive, were :

Year.	Receipts.		Shipments.	
	Head.	Head.	Head.	Head.
1882.....	42,718	46,655	46,655	46,655
1881.....	42,365	43,794	43,794	43,794
1880.....	46,011	44,416	44,416	44,416
1879.....	33,289	36,947	36,947	36,947
1878.....	27,878	30,867	30,867	30,867
1877.....	22,652	25,157	25,157	25,157
1876.....	22,271	26,301	26,301	26,301
1875.....	27,516	28,675	28,675	28,675
1874.....	27,175	30,202	30,202	30,202

Hides and Leather.—There are more domestic hides shipped from St. Louis than from any market in the United States, the aggregate value of the transactions in this commodity approximating four million dollars. The hide product is not only exten-

sively employed in the manufacture of boots and shoes, but is necessarily an important factor in the making of saddles, harness, belting, and a variety of other articles of commerce. In St. Louis there is not only a large product of hides from the cattle slaughtered for local consumption, but the receipts from the cattle-growing regions are immense, this being the natural centre of that interest, which includes in extent of territory Illinois, Missouri, the Indian Territory, Texas, Mexico, New Mexico, Colorado, Dakota, Montana, Utah, and Arizona. The establishment of extensive slaughtering houses, such as that of the Beef-Canning Company, producing 4000 hides a week, and the butchers' yield, about the same figure, greatly increases the product derived from imports, which in 1881 aggregated 20,079,814 pounds. The exports were 28,082,036 pounds, and the amount utilized in local manufacture was nearly as large as both sums together, or upwards of 40,000,000 pounds. In 1834 and earlier there were also large receipts of bison hides from the plains, and this formed an important element in the freighting of the "overland route;" but of late years the extermination of the American buffalo has been so nearly completed that few are now received, or even desired, for bison hide makes very inferior leather as compared with the product of the domestic cattle.

Of the two methods of preparing hides for the St. Louis market, the salting is preferred above drying, although not always practicable, as nearly all the hides coming from the Southwest and West are already cured by drying, after the primitive manner in vogue on the plains. Texas hides rank, in excellence of quality, second only to those of South America.

Up to a very few years ago nearly all the hides received in the St. Louis market were shipped hence to Eastern tanneries, but now St. Louis boasts of several tanners and carriers with establishments possessing the requisites of capital and capacity and doing a thriving business. Indeed, these already outnumber the dealers in hides and pelts, one of them having a capacity of over five hundred hides a week.¹

The hide dealers, however, are among the most solid and prosperous business men of St. Louis, and represent an aggregate capital of nearly two million dollars. In earlier times the custom—begun perhaps almost as early as the settlement of St. Louis—of buying hides directly from the butchers and selling to the tanners was in vogue, but in 1864, B. H. Newell, one of the

¹ "Forty dollars per ton," stated an advertisement in the *Missouri Gazette* of July 2, 1814, "will be given for well-saved shomac (sumac) at the subscriber's morocco manufactory in St. Louis."

largest buyers in the St. Louis market, originated the brokerage system, by which the brokers act as agents for the tanners, and now nearly all the business between dealers and tanners is thus conducted, and, it is claimed, with great advantage to all parties concerned. With the growth of the St. Louis saddlery trade to pre-eminence over that of any other market in the world, the dealings in hides and leather have necessarily increased in proportion, and the establishment of numerous boot and shoe factories has contributed to swell the total dealings in leather for all purposes to the sum of nearly ten million dollars.

The following statistics exhibit the growth of the trade:

HIDES.

	Receipts.		Exports.		Peltries, Receipts.
	Pieces.	Bundles.	Pieces.	Bundles.	
1874.....	184,458	106,641	65,976	247,941	16,636
1873.....	165,917	83,234	102,252	158,162	15,158
1872.....	161,902	56,703	110,890	92,693	18,560
1871.....	112,675	31,092	116,630	62,500	14,175
1870.....	120,739	37,425	55,896	132,321	12,903
1869.....	103,906	17,170	66,173	81,048	11,584
1868.....	150,245	16,362	81,546	47,083	11,278
1867.....	146,421	11,910	85,291	45,113	10,278
1865.....	160,470	6,981	165,580	22,481	.....
1864.....	187,591	7,310	267,119	.....	.....

HIDES.

	Receipts.	Exports.
	Pounds.	Pounds.
1882.....	22,135,538	26,744,094
1881.....	20,079,814	28,088,636
1880.....	18,436,253	24,114,629
1879.....	20,042,734	26,719,928
1878.....	17,129,894	21,439,051
1877.....	20,001,031	26,258,113
1876.....	21,261,245	29,520,487
1875.....	19,851,947	32,457,805

LEATHER.

	Rolls.
Receipts in 1881.....	52,002
“ 1880.....	54,398
“ 1879.....	38,386
“ 1877.....	26,804

Saddlery Trade.—St. Louis leads the world in saddlery, although the fact is not known outside of strictly commercial circles.¹ The market is usually most active, but there is no exchange or central depot for the compilation of statistics. As an exclusive business, saddlery and saddlery hardware date back only to 1859, and not much was done in that line

¹ John Chandler & Co., saddle-, bridle-, and harness-makers, Main Street, advertised their business Feb. 1, 1812, and John Jacoby, saddler, informed his friends and the public generally, Dec. 14, 1816, that he had removed his shop from near Lexington, Ky., to St. Louis, “where he has opened a shop on Front Street, near Governor Clark’s, and opposite T. Hunt’s store.” Aug. 23, 1820, T. Grimsley and William Stark conducted the saddlery and harness business in Jacoby’s old stand, next below Neal & Liggett.

until 1866. Prior to that time the general stores that abounded in St. Louis, as elsewhere throughout the Southwest, dealt in saddlery to some degree in connection with other wares. The territory then supplied by St. Louis was very limited, but now saddlery of St. Louis manufacture is supplied to Missouri, Kentucky, Mississippi, Tennessee, Louisiana, Texas, Arkansas, Kansas, Colorado, the Indian Territory, Wyoming, Montana, Arizona, Dakota, and New Mexico, most of which States and Territories use this ware to so large an extent that the St. Louis export trade in this line in 1831 aggregated in value over three million five hundred thousand dollars. Upwards of fifteen hundred hands are employed in the trade here, and the wholesale firms alone number twelve, while the retailers and the exclusively “tree” manufacturers aggregate twenty-two more.

In 1882 the total number of establishments engaged in the trade was ninety-six. It is also a remarkable fact that the failures in this line have been fewer than in any other trade of similar extent. Since the war the process of manufacture has been greatly changed by the introduction of sewing-machines and other machinery, and the speed in the process of manufacture has so greatly increased that at least a dozen saddles can now be turned out in the time it formerly took to make one. Much of the manufacturing, in so far as elm “trees” is concerned, is done at the State Penitentiary at Jefferson City, and then the appendages of leather, in various styles of artistic finish, are added, giving to the “tree” a neat appearance. Prices of saddlery have been greatly reduced, so that a saddle formerly costing say fifteen dollars can now be purchased for five dollars, and the average price of the finest scarcely goes above ten dollars. The facilities for manufacturing and the large tributary territory give St. Louis great advantages over other markets, and the trade is constantly increasing in extent as well as in the reputation which is accorded the market for the uniform excellence of its saddlery goods.

Boots and Shoes.—The wholesale boot and shoe business is an important factor in the commercial prosperity of St. Louis.²

² Among the early boot and shoe makers of St. Louis were the following:

Young & Bright, who dissolved partnership March 22, 1810, the business being continued by John A. Bright.

Badgely & Stubblefield, “ladies’ and gentlemen’s shoe and boot makers,” who announced on the 11th of April, 1811, that they had commenced business and “would carry on the various branches of their profession.”

John Holbrook, boot and shoe maker, whose place of business (Feb. 8, 1820) was “his new brick house, South Main Street.”

Nineteen wholesale houses were engaged in the trade in 1881, which aggregated about ten millions of dollars. The manufacture of boots and shoes is also carried on to a considerable extent in St. Louis, the number of firms in 1881 being one hundred and eighty-four, with an annual business of one million eight hundred thousand dollars.

Of the wholesale firms engaged in the sale of boots and shoes the house of Hamilton, Brown & Co. is among the most prominent. One of the founders of this great firm, and at present the general manager of its affairs, is Alanson D. Brown. Mr. Brown was

several years, and where he was engaged for three years as clerk in a general merchandise store. He then engaged in business with one of his uncles with such success that in two years he was enabled to dispose of his interest for thirteen thousand dollars. In the spring of 1872 he removed to St. Louis, and engaged in the wholesale boot and shoe business with James M. Hamilton, a gentleman of great experience in the business, who had long been a valued employé of the well-known house of Appleton, Noyes & Co. The firm started under the name of Hamilton & Brown, and it is interest-



FAMOUS SHOE AND CLOTHING COMPANY,
Northwest Cor. Fifth and Morgan Streets.

born in Granville, Washington Co., N. Y., March 21, 1847. His parents are yet living, and his father, who is a prosperous farmer of that section, has been supervisor for several terms, although his party has been decidedly in the minority, and is otherwise prominent in town affairs.

Young Brown's boyhood was that of most farmer lads, working on the farm in summer and attending the district school in winter; he also attended a commercial college at Rutland, Vt. In 1864 he obtained a position as clerk in a store at Granville, where he remained two years, and then removed to Columbus, Miss., where two uncles had lived for

ing, in view of the present dimensions of the business, to recall the circumstance that the joint capital of the two partners was but twenty-three thousand dollars, Mr. Hamilton contributing ten thousand dollars and Mr. Brown the thirteen thousand dollars he brought with him from Mississippi. The business grew rapidly, and its subsequent development has been without precedent and far beyond the most sanguine expectations of its founders. In 1876 two additional partners were admitted, William H. Carroll and E. F. Williams, who had been salesmen in the house, and the style of the firm became Hamilton, Brown & Co., which is its present designation. The house, although

comparatively a young one, was then transacting a business of many hundreds of thousands of dollars annually; but the firm resolved to attempt what their contemporaries declared to be a dangerous experiment, the selling of goods only for cash instead of the usual four and six months' time, a method that seemed to Hamilton, Brown & Co. to be at variance with sound business principles, and therefore in 1877 they instituted the reform indicated, believing it not only safer for themselves in the avoidance of bad debts and the risks involved in the sale of goods on credit, but equally to the advantage of their customers in affording them better bargains for their money. The result proved the thorough soundness of their reasoning, for in 1877, the first year of the experiment, the sales of the establishment were larger than ever before, and amounted to seven hundred and fifty thousand dollars.

The subsequent development of the business of Hamilton, Brown & Co. has been one of the commercial marvels of St. Louis. For five years past the annual sales have not fallen below one and a half millions of dollars, and for 1880 they footed up the princely sum of one million nine hundred and twenty-six thousand dollars. The company occupies a six-story building, with basement, at Washington Avenue and Fifth Street, St. Louis, and here it conducts perhaps the largest wholesale boot and shoe establishment in the city. When asked regarding the secret of his success, Mr. Brown is accustomed to say that there is none, except constant application, a minute looking after details, and incessant watchfulness to prevent leakage and waste. It is no reflection upon the gentlemen associated with him, and who have contributed much to bring about this splendid success, to say that as the active business manager of the firm of Hamilton, Brown & Co., the brilliant reputation of the house is largely due to Alanson D. Brown's energy, enterprise, and assiduity.

In one of his business trips to Boston Mr. Brown became acquainted with Miss Ella Gertrude, daughter of Charles C. Bills, a prominent shoe manufacturer of that city, and they were subsequently married. Three children are the result of the union. Mr. Brown is a member of the Third Baptist Church of St. Louis, and endeavors to contribute his share towards all the worthy enterprises, religious, charitable, and philanthropic, that appeal for aid. He regards it as a pleasurable duty to support, as far as he can, all projects reasonably calculated to advance the prosperity of the city of his adoption, and may justly be ranked among its most active and progressive young business men.

Jewelry.—The manufacture and sale of jewelry, which is now one of the important industries of St. Louis, was established at an early period in the history of the town. As far back as April, 1812, Joseph Bouju, "clock and watchmaker, silversmith and jeweler," in Madame Papin's house, opposite Gen. Clark's office, advertised a variety of wares. Mr. Bouju's establishment was not the only one in the town, as we find that Dr. Farrar's store was advertised in the same year as being situated below Maj. Christy's tavern, next to Danguin's silversmith's shop. In July, 1817, Charles E. Jeanneret pursued the trade of watchmaker at P. Chouteau's house, and in September, 1817, Israel B. Grant opened a shop next door below Mr. Wilts' store, on Main Street, where he manufactured silver-work and jewelry, keeping also "a constant supply of soup, table, dessert, and teaspoons, gold watch-chains, seals and keys, ear- and finger-rings, bracelets, gold and silver sleeve-buttons, thimbles, hooks and eyes, etc. Engraving and hair-work neatly executed." During the same year Joseph Bouju had his shop opposite the store of Mr. Wilt. On the 13th of November, 1818, Charles Billon, clock and watch maker and jeweler, informed "the inhabitants of St. Louis and its vicinity that he has commenced business in the house occupied by Mr. Danguin, on Main Street, where he has for sale an assortment of gold and silver repeaters, plain gold and silver watches, with an assortment of jewelry, consisting of fine gold chains, seals and keys, breastpins, ear-rings, etc., which he will sell on the most accommodating terms.

"N.B.—Watches of every description carefully repaired, and engraving executed with neatness and dispatch."

Mr. Billon had removed to St. Louis from Philadelphia, and his location is further described as "Danguin's old stone house." At the same time Henry Gulager carried on the trade of a clock and watch maker "next to the old Indian office in Clark's stone row." On the 11th of August, 1819, Robert Logan, clock and watch maker, advertised his establishment as being located "in Bouju's old place," and on the 18th, Joseph Bouju announced his removal to "his new house" opposite Paul's auction-room. Dec. 23, 1819, Charles Billon gave notice that he had removed to his new establishment on North Main Street, at the corner, opposite the old Gratiot residence.

The trade in jewelry has gone on expanding until now St. Louis surpasses every other city in the West as a market for this branch of business. In 1881 seventeen firms were engaged in the jewelry trade, whose sales aggregated four million dollars per annum.



A. D. Brown

In the manufacture of jewelry and silver-plated ware eight firms were engaged, employing sixty hands, and transacting a business of two hundred thousand dollars per annum.

The oldest jewelry firm in the city, and one of the oldest in the West, is that of the E. Jaccard Jewelry Company. It was established in 1829 by Louis Jaccard, who emigrated to America from Switzerland, and who was followed by his nephew Eugene in 1837. The house of Louis Jaccard & Co., as it was originally called, was dissolved Dec. 31, 1848, by the withdrawal of Louis Jaccard, who was succeeded by his nephew Eugene, who in 1852 associated A. S. Mermod with him, and in 1855 D. C. Jaccard, the firm then becoming E. Jaccard & Co. In 1864 the partnership was dissolved, Messrs. Mermod and D. C. Jaccard withdrawing and establishing another house. Eugene Jaccard continued the original business until his death, which occurred on the 4th of September, 1871. Mr. Jaccard, who was fifty-seven years old, was born in Ste. Croix, Switzerland, and, as previously stated, emigrated to this country about 1834. Commencing life in St. Louis as a journeyman jeweler at nine dollars a week, he worked his way to fortune, gaining for himself at the same time the marked respect of his fellow-citizens. He was liberal but unostentatious in his charities, a devout member of the Pine Street Presbyterian Church, in which organization he was a deacon, president of the Missouri Loan Bank, and director in the Third National Bank, Continental Life Insurance Company

of New York, and Exceelsior Insurance Company of St. Louis. He left a wife, but no children.



E. JACCARD JEWELRY COMPANY,
Northeast corner Fifth and Olive Sts.

Mr. Jaccard was succeeded in the business in 1871 by his nephew, Eugene J. Cuendet, and the firm is now known as the E. Jaccard Jewelry Company, of

which Mr. Cuendet is president. It occupies the handsome building at the northeast corner of Fifth and Olive Streets, fronting one hundred feet on Olive Street and fifty feet on Fifth Street. It is built of Athens marble, five stories in height, and its architecture is graceful and imposing. The cost of the building and ground exceeded three hundred thousand dollars. The stock comprises, in addition to the ordinary wares of an extensive jewelry establishment, choice importations of pottery, porcelain, rare and valuable gems, bronzes, gilt goods, statuary, French clocks, etc., and the firm makes a specialty of watches and music-boxes, which are manufactured especially for it in Switzerland.

The firm of Mermod, Jaccard & Co. has attained great celebrity in the jewelry trade of the West, and transacts an extensive business. Its founder, D. Constant Jaccard, was born in Ste. Croix, Switzerland, Aug. 22, 1826. He received the usual instruction at the public schools, and when eleven years old began his apprenticeship as a jeweler, being first employed on music-boxes, and afterwards on watches, and dividing his time between his studies and his work at the bench. He remained with his parents until 1845, and then attended the Normal School at Lausanne, where he went through the three-years' course with eighteen months' study, and graduated first in a class of thirty-five. In order to defray his expenses at this institution, he gave two hours' lessons each day, and during the vacation worked at his bench.

After leaving school he taught one year, and then the political disturbances in France and Switzerland in 1847-48 induced him to accept an invitation from Louis and Eugene Jaccard, his cousins, to come to St. Louis and work with them.

Mr. Jaccard left Ste. Croix April 24, 1848, and arrived in St. Louis on the 15th of July. The trip consumed over eighty days, whereas it takes now less than twenty days.

He went to work immediately upon his arrival, and has resided in St. Louis ever since. During the gold fever of 1849-51 he was often urged by friends to go to California, and though frequently solicited to change his business, he has remained steadfast to his first choice, and his perseverance has been richly rewarded.

His ancestors were French Huguenots, who fled to Switzerland after the revocation of the Edict of Nantes, and settled in Ste. Croix, on the very first ground after crossing the frontier. The rest of the family remained in Picardy, France, and spell their name Jacquard, which seems to have been its original

form. The Ste. Croix refugees, however, adopted the spelling Jaccard. From the Jacquard family came the inventor of the Jacquard loom.

Having from a child suffered from sick headache and facial neuralgia, Mr. Jaccard has been prevented from going much into society or joining social organizations. His habits, therefore, have been quiet and retired, but he has nevertheless given, unostentatiously, much time and labor to works of beneficence and trust. As treasurer of the *Société du sou par semaine*, he distributed during the war, in connection with the Sanitary Commission, over twenty thousand dollars to relieve the wants of persons on both sides. In 1868 he was appointed vice-consul of Switzerland at St. Louis, and acted alone as consul for two years, having only lately been relieved, at his own request, on account of ill health.

In politics, Mr. Jaccard is independent and an earnest advocate of civil service reform. He thinks both parties made up of good and bad, and in voting has always selected his candidates with a view of the real fitness of the man for the place, and regardless of the ticket to which he may belong.

In religion, Mr. Jaccard is a Presbyterian. He was formerly an elder in Dr. Brooks' church, and is now a member of Dr. Marquis' Lafayette Park Presbyterian Church.

In 1855 he was married to a daughter of J. G. Chipron, brother-in-law to Rev. Dr. Grandpierre, of Paris, France, where Mrs. Jaccard was born. Her family settled in Highland, Ill., in 1848.

On Dec. 31, 1848, as previously stated, the house of Louis Jaccard & Co. was dissolved, Louis selling his half-interest to his nephew Eugene, who carried on the business alone, under the name of E. Jaccard, until 1852, when he took A. S. Mermod as partner, and then in 1855, D. C. Jaccard as a third partner, forming the firm of E. Jaccard & Co. This continued until May 1, 1864, when the partnership was dissolved under the following circumstances:

In 1863, Eugene Jaccard had formed a partnership with the two Captains La Barge and Harkness (under the name of La Barge, Harkness & Co.), for the purpose of trading and steamboating on the river. This being outside of the regular jewelry business, produced a disagreement among the members of the firm of E. Jaccard & Co. Mr. Mermod and D. C. Jaccard being apprehensive that their interests would suffer, on May 1, 1864, sold their interest to Eugene Jaccard.

Immediately after their withdrawal Messrs. Mermod and Jaccard purchased an establishment under Odd-Fellows' Hall, corner of Fourth and Locust Streets,



D. C. Jaccard

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and taking as partner C. F. Mathey, founded, May 1, 1864, the firm of D. C. Jaccard & Co., who have done business at this place (Odd-Fellows' Block) ever since. The firm soon obtained a good business, and throughout the whole of the subsequent period its progress has been steady and uninterrupted. Even during the period of general commercial depression, from 1873 to 1879, the development of its business was unchecked. In 1873 the firm added to its double store on Fourth Street the large building on Locust Street.

In 1873 the name of the firm was changed from D. C. Jaccard & Co. to Mermod, Jaccard & Co., under Odd-Fellows' Hall, Fourth and Locust Streets. This was done in order to prevent mistakes arising from the similarity of the two firm-names, although Eugene Jaccard had then been dead two years, and D. C. Jaccard was the only one of that name personally engaged in the jewelry business in St. Louis. Goodman King had been admitted as a partner some years before, and contributed no small amount of energy and activity to the establishment. When D. C. Jaccard and his partners separated from the house of Eugene Jaccard, they agreed to establish their business on a definite basis, and all signed a written agreement stipulating that they would never speculate in anything; they would never buy more goods than they could pay cash for; they would not sign any notes or have any drafts drawn on them; that at the end of every month they would carefully examine the condition of their affairs, in order to act intelligently in the purchase of goods. The faithfulness with which they adhered to these regulations was soon discovered by manufacturers, all of whom became anxious to deal with such a house, and consequently the very best offers have always been at their disposal.

Mermod, Jaccard & Co. have their own manufactory for watches (particularly for ladies' watches) at Ste. Croix, Switzerland, Mr. Jaccard's brother Justin being at its head. His cousins are large manufacturers of music-boxes also at Ste. Croix.

Mermod, Jaccard & Co. have also a house in Paris, No. 32 Faubourg Poissonnière, where Mr. V. Verse-puy, a most expert connoisseur, watches the diamond market for them, and selects all their clocks and *objets d'art*. Two of the members also visit Europe regularly twice a year for the purchase of new articles in their line. The house has also representatives in Vienna, Bohemia, London, Birmingham, Sheffield, etc., and is so well known in Europe that it can buy whatever it needs quite as well as in New York, such is its standing among manufacturers and those who supply it with its goods. This high reputation, it is

needless to say, it enjoys as well in the United States and Mexico as in more distant lands.

Mr. Mermod and D. C. Jaccard have each a son, Arthur Mermod and Eugene Jaccard, both of whom have for some years been employed in the store, and will soon be ready to take up the business and carry it on in accordance with the principles adopted by their fathers when they commenced.

Type Foundries.—The first type foundry in St. Louis was established by A. P. Ladew. Mr. Ladew was born in Albany, N. Y., Sept. 13, 1811, and was the son of Stephen Ladew, a prominent merchant, and at one time private secretary of De Witt Clinton. At the age of thirteen A. P. Ladew was placed in an establishment to learn the trade of type-making and stereotyping, and subsequently worked in the well-known foundry of James Conner in New York. After serving his apprenticeship he formed the acquaintance of L. Johnson, of Philadelphia, a leading type founder of that day, and under his patronage and that of George Charles he removed to St. Louis in 1838 and established the St. Louis Type Foundry, the firm being George Charles & Co. In its issue of Dec. 1, 1840, one of the St. Louis newspapers said,—

“We received yesterday a specimen of pica type from the foundry of Mr. Charles, who is just opening on Market Street. The specimen before us assures us that this will prove a most valuable acquisition to the printers of the West.”

On the 1st of July, 1843, it was announced that A. P. Ladew had become the sole proprietor of the foundry, and on the 12th of February, 1852, A. P. Ladew & Co. informed the public that they had established a stereotype foundry, at which they were prepared to execute all kinds of work usually performed in such establishments. “These gentlemen,” added the paper announcing the fact, “are well known to the people of the West as type founders, etc.” In 1850 the capital invested in the type foundry was fifty-one thousand eight hundred dollars, employing ten males and ten females, with an annual product of one hundred and fifty thousand dollars.

Subsequently the firm became known as Ladew, Peers & Co., and its business developed to very large proportions, the foundry supplying the demand for its products throughout the West. Mr. Ladew was prominently associated with various newspapers and other business enterprises in St. Louis, and was one of the most substantial and influential members of the community.¹ He was a director of the St. Louis

¹ Mr. Ladew was twice married. His first wife was Miss Catherine Leets, of New Jersey, and his second wife Mrs. Lizzie E. Clark, whom he married Sept. 3, 1856.

Building and Savings Association, member of the City Council, vice-president of the Commercial Insurance Company, and a director in the Bank of St. Louis, besides holding other positions of trust and honor.

There are now (1882) two type foundries in St. Louis,—the St. Louis Type Foundry, conducted by a stock company, of which William Bright is secretary, at the northeast corner of Third and Vine Streets, and the Central Type Foundry, 15 North Third Street.

Lumber.—With a soil so deep and such an abundant supply of water, the forests of Missouri must needs teem with trees and shrubs and vines useful in industry or as fruit-producers; and in fact the timber supply of Missouri is enormous, although, as experience has taught, unhappily not inexhaustible. The gigantic sylvan wildernesses both of Brazil and Guiana are not protected against the indiscriminate rapacity of man, who always seems to attack the forest with the ferocity of an assault upon a hereditary enemy. In the great forests of Missouri a very wide variety of the useful woods are represented,—oak, hickory, maple, ash, mulberry, locust, linden, poplar, elm, walnut, and pine for carriages, wagons, and agricultural implements; pine, linden, poplar, cottonwood, walnut, cypress, cedar, oak, and gum for houses and other buildings; walnut, poplar, linden, maple, cherry, coffee-tree, locust, gum, mulberry, tupelo, pine, cypress, cedar, birch, hickory, and oak for cabinet-work; cedar, locust, oak, hickory, mulberry, and pine for fences; and Osage orange, thorns, buckthorn, and cedar for hedges. Millions of these varieties of lumber are destroyed every year in opening farms, and meanwhile the people of Missouri are importing millions in furniture and agricultural implements and lumber for the various kinds of carpentry. There is poor economy in importing walnut, pine, cherry, poplar, birch, maple, oak, linden, and cedar manufactured into furniture from the Ohio and its tributaries when Missourians are destroying upon their farms more and better lumber of the same variety every year.

In spite of all the grandeur of growth of the forests, it has only been of recent years that the people of St. Louis have begun to supply themselves with the articles manufactured from the wood products of the country, much less to produce any for export. The absorption of industry in other channels, the scarcity of capital and skilled labor, and the cheap goods supplied by competing communities elsewhere prevented these essentially home manufactures from establishing themselves in the city upon anything like a large scale or one commensurate with the community's needs.

The ancient French *habitans* did indeed contrive to manufacture their canoes and bateaux, their rude

charrettes, and their equally rude houses of posts from native timber, joining their roofs and floors, and framing them, and making their cedar-picket inclosures with a good deal of simple, compact skill. But they did not admire the forest, nor choose to grapple with it; they got their firewood from the débris brought down by the floods of the Mississippi and Missouri, and the old town either bought its sawed and squared and planed lumber or else did without. The *Missouri Gazette* of March 1, 1809, has the following advertisement:

“The subscriber will receive and execute orders for any quantity of plank at the following prices per hundred feet, viz.:

Cherry	\$3.50
Walnut or ash.....	3.25
Oak	3.00

“To those who may forward their bills and receive their plank at any of the landing-places at St. Louis a deduction of twenty-five cents per hundred feet will be made.

“A quantity of the above kinds of plank is deposited for sale at Mr. Stedman's tan-yard at the above prices.

“N.B.—Orders for plank will be received at the printing-office and forwarded to the mill.

“THOMAS KIRKPATRICK.

“GOSHEN TOWNSHIP, INDIAN TERRITORY.”

The following is probably the first notice of an attempt to manufacture furniture in St. Louis. It is from the same journal, 26th of July, 1810:

“Heslep & Taylor, windsor and fancy chair-makers, at their shop, adjoining Mr. J. Coons', St. Louis, inform the public that they have just arrived from Pennsylvania with an extensive assortment of materials necessary for elegant and plain chairs. They will gild, varnish, japan, and paint their work agreeable to the fancy of those who wish to encourage the business in this place.”

Feb. 13, 1813, we find the following:

“Phillip Matile, wheelwright, carriage- and chair-maker (from Switzerland), informs the public that he has for the last two years carried on business in this neighborhood. He has now established a shop six miles from St. Louis, on the road that leads to Camp Bellefontaine.”

In 1818, 3d of January, we read,—

“Pine boards sell here now at the enormous price of eight dollars per hundred feet. Ash, oak, walnut, and every other description of boards rate in the same proportion.”

In the year 1819, Messrs. Laveille and Morton arrived in St. Louis from Pittsburgh on flat-bottomed boats loaded with lumber, on the tops of which were stowed the effects of the emigrants. This is believed to have been the first importation of Eastern lumber into St. Louis. On their arrival they engaged as carpenters, and subsequently became extensive building contractors. With the increase in their business came an increased demand for lumber, and for a good many years the principal supply was drawn from the yellow-pine districts of the Gasconade River and its

tributaries, in what was then Gasconade County, but now Gasconade, Texas, and a half-dozen or more other counties. The principal mills were located on the Big Piney, and were owned by Messrs. Fort & Lynch, Ormsby, Truesdale, Addison, Bates, and Joseph Walton, there being some eight or ten in all. After the lumber was manufactured it was brought down the Gasconade and Missouri Rivers in rafts, and it was from this lumber that the St. Louis arsenal and Jefferson Barracks were built. Every winter the builders or dealers in lumber had to make a trip by horseback to that district, the time occupied in going being six days, and the route by way of Manchester, thirty miles from St. Louis; Union, sixty miles from Manchester, crossing the Burbois, and taking the Shawneetown trail to Strong's, on Little Prairie, thirty miles from Union; then to Clayton's, forty miles from Strong's; then to Bradford's, on Spring Creek, thirty-five miles from Clayton's; and then to the mills on Big Piney, about twenty miles from Spring Creek. The country was sparsely settled, and the points named the only ones where accommodation for either man or beast could be had.

Some lumber was also brought from the neighborhood of Ste. Genevieve, and poplar from the vicinity of a stream south of the city, known as the Big Muddy, and Cape Girardeau, and it was not until somewhere about the years 1825-27 that Messrs. Laveille & Morton commenced making a regular business of bringing lumber from Pittsburgh and vicinity to supply the St. Louis market.

July 2, 1836, we find the following, showing a rapid progress:

"Our readers are referred to an advertisement in another column of a steam planing-machine, recently put into operation in this city by Mr. James Kipp. The machinery is in all respects perfect, and we understood that it was capable of turning out six hundred planks per day completely finished. The whole operation is performed with wonderful velocity."

In 1844 lumber began more regularly to be brought from the Allegheny regions, and about the same time St. Louis lumbermen turned their attention to the pine regions of the upper Mississippi and the northern lakes, the erection of mills there, and the manufacture and shipment of lumber direct by river. During that time, and even yet with some exceptions, the lumber in the St. Louis market was brought in rafts floated down by its manufacturers, or from Chicago yards, the business all the while increasing.

For several years the larger portion of white-pine was brought *via* Chicago, but the cost of transportation operated against Chicago.

The manufacture of pine lumber in St. Louis, that has proved a fortune to some of its citizens, was partially the result of a misfortune to some of the log or lumbermen of the St. Croix region. In 1843, in consequence of the heavy rains in the upper country and the vast accumulation of logs in the Lake St. Croix "boom," the "boom" gave way, and thousands of logs escaped to the river. They were gathered up at different points along the Mississippi, made into rafts and brought down to St. Louis, and some of them sold to Daniel Page, who had a mill on the river-bank, a short distance above what is now known as Mound Street. On the 1st of November, 1841, Messrs. West, Field & Vandeventer started what was known at the time, and as long as it was conducted, as the Pine Mill, which was confined exclusively to the sawing of pine lumber. So successful was this enterprise, and so great the demand, that the supply of logs became inadequate, and they were forced to hire men and send them to the pineries to cut logs for their mill, so that this firm may be set down as inaugurating that branch of business in St. Louis.

In this connection it may not be amiss to say that among other orders they filled was one in 1849-50 for the spars, decking, etc., of the ship "Matilda," built at St. Louis, and designed for the St. Louis and San Francisco trade. This was about the time of the breaking out of the California gold fever, but before the ship was finished Mr. French, for whom she was building, failed, and West, Field & Vandeventer and Gordon & Brotherton, who had a hard lumber mill, and had furnished the oak lumber for the outside and inside siding, ribs, etc., closed their lien, and with some other interested parties caused her to be sold at sheriff's sale and bid her in. After the sale they had her taken down to New Orleans, where she was rigged out, a cargo taken on board, and started for New York, but on entering the gulf she sprang a leak, and was forced to put back and go on to the dock for repairs. The insurance on the hull and cargo did not cover the loss, and her owners put her on the market and sold her at a great sacrifice. She was subsequently sold in New York for twenty-seven thousand dollars.

The firm of Schulenburg & Boeckeler in 1848 purchased their first raft of pine logs, which were brought from the Wisconsin pineries, and hence became the second firm to commence the manufacture of pine lumber in the city. That mill continued the manufacture of native and pine lumber from that time, although a part of the intervening time the mill was mainly run by other parties, Schulenburg & Boeckeler retaining an interest all the time. It finally passed under the entire control and management of A. Boeckeler & Co.,

and since then the bulk of its manufactures has been of pine to fill home orders for bridge material and other heavy work. In 1850 the firm became owners of the now large planing-mill on Mullanphy Street, between Tenth and Eleventh. In 1853, Schulenburg & Boeckeler conceived the idea of establishing mills of their own in the pineries of Minnesota, from which they might supply their yards direct, and the success that attended the enterprise has abundantly proved its wisdom. The site selected was at the town of Stillwater, on the St. Croix River, and in 1854 the mills were completed and put in motion. These mills were propelled by steam, generated by five large boilers, and the machinery driven by two good-sized engines. The saws were run in "gangs," there being three "gangs," in one of which there were twenty-eight saws, in another one twenty-two, and in the other one eighteen, so that the cutting of the largest log was a matter of but small moment. Besides these gang-saws there was one large rotary- or circular-saw, and a number of smaller circulars for manufacturing lath, shingles, palings, etc., the whole machinery giving employment to about one hundred and seventy-five men. From the starting of the mills in 1854 to 1857 the most of their manufactures were sold to different points on the river, only a part being brought to St. Louis, and it was not until the summer of that year that they began "piling" in their yards.

The time occupied in bringing a hand-raft from Stillwater to St. Louis varied according to the stage of the water and the rapidity of the current, but generally was from twenty-five to thirty days. The management of the raft required about twenty-four men and a pilot, each string having two oars and requiring two oarsmen. The time necessary for a tow-boat raft to make the trip was about twelve to fifteen days, and required only one man to each string, besides the regular boat's crew. Laths, shingles, and palings were manufactured at the mills in the pineries, and brought down on the top of the lumber-rafts, a single raft often bringing 150,000 shingles, 300,000 laths, and 25,000 palings, making in all a very valuable cargo, and worth, at a reasonable estimate, about \$25,000.

From Michigan and Canada large numbers of logs were, even at that early day, brought to St. Louis. Yellow-pine from the Gasconade, poplar from South-western Indiana, Southern Illinois, and Tennessee, and cedar from the cedar-rifts of Tennessee were early imported to St. Louis.

Richard Schulenburg, the senior member of the lumber firm of Schulenburg & Boeckeler, and one of the pioneers in the lumber trade of St. Louis, was born in Westphalia, Prussia, in 1837. His father

was an attorney, and gave his son an education suitable for entering on the study of a profession, for which he designed him. At the age of nineteen it was found that his taste inclined toward industrial and commercial pursuits, and, with the approbation of his father, he went to Manchester, in England, where he passed two years in the acquisition of a knowledge of business. He then returned and passed two years in Germany, one of which was devoted to the discharge of his military duty.

In 1861 he came to America and located at St. Louis. Soon after his arrival he engaged in the lumber business in a small way, and this business he has ever since followed. His trade steadily enlarged, and in 1874 he became a stockholder in the Eau Claire Lumber Company.

After the death of Nelson C. Chapman, which occurred in that year, Mr. Schulenburg succeeded him as vice-president and general business manager of the company. Under his management the business of the company in St. Louis has largely increased, and it now reaches the amount of 65,000,000 feet of lumber annually sold here.

Mr. Schulenburg was married in 1864 to Miss Eliza, daughter of Frederick Schulenburg, an old citizen of St. Louis. They have five children, three sons and two daughters. He has devoted his entire time and energies to his business, and has bestowed very little attention on other matters.

It was many years before St. Louis began to supply her own wants in the lumber and timber line, and to manufacture the various wares of wood which occupy so large and important a place in business and domestic service. In 1850 the census statistics showed but two planing-mills, with 35 hands and an annual product valued at no more than \$96,000. There were 55 cooper establishments, having 248 hands, and making \$288,822 of annual products; 9 saw-mills, with \$115,000 capital, 103 hands, and \$248,000 annual product; 1 bucket-factory with 10 hands, turning out \$6000 a year; 8 carriage-makers, \$56,000 capital, 138 hands, and \$130,000 products; 50 cabinet-makers, \$72,700 capital, 195 hands, \$182,800 products; 3 plane-makers, \$5300 capital, 15 hands, \$48,000 products; 1 chair-factory, \$1500 capital, 5 hands, \$3500 output; 1 basket-maker, \$400 capital, 2 hands, \$2160 product; 32 wagon-makers, \$27,275 capital, 121 hands, \$146,585 products; 1 yawl-boat builder, \$150 capital, 1 hand, \$750 product; 1 block-and pump-maker, \$8000 capital, 17 hands, \$9000 product; and 1 ship-yard, \$125,000 capital, 85 hands, \$150,000 products in steamboats.

This, however, was but the beginning. As the



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annual trade review of one of the city newspapers for 1854 puts it,—

“In many articles of manufacture, both of wood and metals, we are dependent upon the industry, enterprise, and ingenuity of other States for nearly the whole supply which our demand requires; this, too, while this section has ample stores of the raw material, superior in texture, and capable of being procured in the cheapest possible manner. With the most inexhaustible quantities of iron and copper ore, we import nearly all the articles manufactured out of these metals, such as nails and castings of every description. Sand is taken from the State, to be returned from Pittsburgh in the shape of glass. Our forests are filled with timber suitable for the finest furniture, and we import bureaus, sofas, chairs, bedsteads, buckets, and a hundred other articles of like character.”

There were, to be sure, many factories, as shown above, but they were on a small scale, and did not meet the city's requirements. During the year 1853, for which this journal's statistics were compiled, for example, there were received from other places 20,063 dozen brooms, 1018 nests of baskets, 98,141 pieces of cooper stuff, 8474 packages of furniture, 771 chicken-coops, 1091 saddle-trees, and about 10,000 packages of woodware, such as washboards, buckets, tubs, pails, etc., besides hub-stuff and hoop-poles and blocks by railroad. The exhibit of lumber from all sources was as follows:

	Feet.
Lumber (sawed) received by the lumber merchants in 1853.....	36,412,451
Shingles received by the lumber merchants in 1853..	30,462,700
Laths “ “ “ “ “ ..	6,947,000
Cedar posts “ “ “ “ “ ..	22,748

During the year there were purchased by the city mills the following:

	Feet.
Logs purchased.....	29,636,808
Lumber manufactured therefrom.....	23,095,545
Laths from same.....	7,975,500
The plank-road stuff received by the county for roads, by way of rafts and the river.....	1,278,336

The above shows, in the receipt and consumption of sawed lumber, 60,786,332 feet.

A comparative statement of the lumber trade for 1868 and 1869 makes the following exhibit:

1868.		Feet.
Upper Mississippi.....		20,000,000
Saginaw and Canada,—Saginaw 5,000,000 and Canada 2,500,000.....		7,500,000
Chicago.....		3,000,000
Poplar from Southern Illinois and Indiana.....		500,000
Yellow-pine, Mobile and Ohio Railroad and steamer from Vicksburg.....		1,500,000
Yellow-pine from Potosi, Mo.....		2,500,000
Total.....		35,000,000
1869.		Feet.
Upper Mississippi.....		20,000,000
Saginaw.....		500,000
Canada.....		1,500,000
Chicago.....		5,000,000
Poplar from Illinois, Indiana, and Tennessee.....		1,500,000
Southern yellow-pine from Vicksburg, Mobile, and Ohio.....		1,000,000
Missouri pine.....		3,000,000
Total.....		32,500,000

The Chippewa, Black River, Wisconsin River, Wolf River, the Green Bay district, and Southeast Missouri were in time made tributaries to the lumber trade of St. Louis.

The receipts of lumber at St. Louis in 1875 were:

	Feet.
White-pine by river.....	89,217,880
“ by railroad.....	9,464,000
Yellow-pine.....	21,326,850
Poplar by river.....	4,496,000
“ by railroad.....	2,149,000
Hard woods.....	12,474,500
Cedar.....	2,729,090
Pieces.	
Shingles.....	43,574,090
Laths.....	15,099,000
Logs of all kinds.....	40,232

The shipments aggregated 56,643,000 feet.

The receipts of lumber for the calendar year 1881 were 434,043,094 feet, nearly twelve times as much as in 1853; shingles, 56,578,785. In carpentering, in 1880, the business done by St. Louis was as follows: Establishments, 185; hands, 2228; wages, \$667,900 (\$300 *per capita*); capital, \$361,840; material, \$1,585,094; products, \$3,005,411,—leaving a net profit of \$716,233 (200 per cent. on capital).

Baskets (rattan and willow-ware).—Establishments, 7; capital, \$9015; hands, 14; wages, \$6140; materials, \$3960; products, \$18,020.

Boxes (cigar).—Establishments, 6; capital, \$57,550; hands, 97; wages, \$34,100; material, \$47,700; products, \$105,600.

Boxes (packing).—Establishments, 11; capital, \$40,000; hands, 98; wages, \$23,601; material, \$75,430; products, \$140,400.

Brooms and Brushes.—Establishments, 25; capital, \$95,175; hands, 328; wages, \$83,349; material, \$140,770; products, \$281,280.

Carriages and Wagons (materials).—Establishments, 3; capital, \$126,000; hands, 203; wages, \$91,638; material, \$134,440; products, \$264,600.

Carriages and Wagons (finishing).—Establishments, 39; capital, \$740,050; hands, 1300; wages, \$447,831; material, \$811,865; products, \$1,614,236.

Cars (railroad, street, and repairs).—Establishments, 7; capital, \$314,200; hands, 704; wages, \$293,384; material, \$732,460; products, \$1,100,809.

Coffins (undertakers' goods).—Establishments, 5; capital, \$30,500; hands, 33; wages, \$12,530; material, \$109,200; products, \$157,396.

Cooperage.—Establishments, 78; capital, \$493,295; hands, 1217; wages, \$377,056; material, \$798,262; products, \$1,431,405.

Furniture.—Establishments, 54; capital, \$920,702; hands, 1315; wages, \$511,915; material, \$1,082,825; products, \$1,979,683.

Looking-Glass and Picture Frames.—Establishments, 19; capital, \$323,900; hands, 280; wages, \$80,251; material, \$102,825; products, \$268,682.

Lumber (planed).— Establishments, 9; capital, \$272,350; hands, 418; wages, \$152,609; material, \$502,742; products, \$756,936.

Lumber (sawed).— Establishments, 3; capital, \$620,000; hands, 194; wages, \$72,086; material, \$251,600; products, \$412,000.

Sash (doors and blinds).—Establishments, 12; capital, \$586,195; hands, 804; wages, \$275,321; material, \$669,871; products, \$1,191,670.

Wheelwrighting.— Establishments, 52; capital, \$51,950; hands, 148; wages, \$47,598; material, \$42,632; products, \$140,121.

Wood (turned and carved).—Establishments, 18; capital, \$28,725; hands, 51; wages, \$19,183; material, \$20,045; products, \$84,207.

These statistics do not include many industries in which wood and lumber play a collateral or subordinate part, such as models and patterns, organs and pianos, pumps, refrigerators, roofing and roofing material, saddlery, show cases, trunks, umbrellas and canes, whips, billiard-tables, bridges, children's carriages and sleds, casks, chairs, washing-machines, wooden-ware, agricultural implements, etc.

RECEIPTS OF LUMBER AND LOGS FOR 1881 AND 1882.

	1881. Feet.	1882. Feet.
White-pine lumber from upper Mississippi River.....	100,454,498	162,682,830
Yellow-pine lumber from lower Mississippi River.....	270,500	512,740
Ash lumber from lower Mississippi River.....	2,568,000	3,764,748
Poplar " " " " " ".....	10,706,700	11,844,915
Oak " " " " " ".....	1,154,000	1,903,447
Walnut lumber, half from lower Mississippi River, and half from Missouri River.....	1,781,261	2,039,680
Cottonwood lumber from upper Mississippi River.....	1,500,500	2,530,000
Total receipts by river ..	118,434,459	185,278,370
Receipts of shingles from upper Mississippi River.....	34,590,785	56,835,209
Receipts of lath from upper Mississippi River..	18,113,823	35,247,014
" pickets " " " " " " ..	870,175	1,451,748
	53,574,783	93,533,748

Receipts of Logs by River.

1882, superficial feet.....	4,341,763
1881, " ".....	11,912,635
1880, " ".....	8,699,192

Total Receipts of Lumber and Logs.

	1881. Feet.	1882. Feet.
Lumber by river.....	118,434,459	185,278,370
" " railroad.....	303,696,000	251,927,000
Logs by river.....	11,912,631	4,341,763
Total receipts.....	434,043,094	441,547,133

Total Receipts of Shingles and Lath by River and Rail.

	1882.	1881.	1880.
Shingles, pieces.....	77,667,000	56,578,000	106,246,000
Lath, ".....	35,247,000	18,523,000	41,023,000

Among the lumber merchants of St. Louis few, if any, have enjoyed a larger measure of success and in-

fluence than William G. Clark, who for nearly fifty years has been one of the prominent business men of the city. Mr. Clark was born in Baltimore, Md., Nov. 4, 1818. His great-grandparents emigrated from Argyleshire, Scotland, to York County, Pa., in 1750. His grandfather, Matthew Clark, was in 1802 a member of the Pennsylvania Legislature, representing the county of York. His father (who was also named Matthew) married Miss Tempie Glenn, the granddaughter of Maj. Robert Glenn, an officer under Gen. Washington in the Revolutionary war. Col. Matthew Clark (father of William G. Clark) was one of the defenders of Baltimore in the war of 1812, being a volunteer from the county of York. Subsequently, in 1816, he removed to Baltimore to live. Matthew Clark's mother was a sister of Judge Hugh Breckenridge, of Pennsylvania, one of the most distinguished men of his day.

William G. Clark was educated in the public schools of Baltimore until he was seventeen years of age, when he entered as clerk the dry-goods house of John Taylor, where he remained for one year. In 1836 he accompanied Daniel Trowbridge to St. Louis, to enter into business, and served him as clerk for a period of three years. In 1839, Mr. Clark commenced business for himself as a wholesale clothing merchant, the firm being Jones, Clark & Gill, one of the largest establishments of its kind at that day in the city, and still remembered by the old inhabitants as one of the leading houses on Main Street. Although success crowned his career as a wholesale clothing merchant, he retired from the business in 1842, being convinced that the lumber business presented a wider field for the exercise of his enterprise and ability. Accordingly he entered upon this new occupation with an energy and industry which soon caused him to become one of the most extensive and successful lumber merchants in the city. Having erected a large steam saw-mill on the river-bank in the northern part of the city, he continued in the lumber business until 1874, when he retired with an ample fortune, and a reputation for integrity and uprightness of which any one might be proud.

Mr. Clark's sagacity and forecast as a practical business man are seen in the investments in real estate which he made from time to time while actively engaged in other pursuits. One of these is worthy of mention. In 1850, when as yet there was but little business done on Fourth Street, he purchased the old Methodist Church property on the corner of Fourth Street and Washington Avenue, on which, in 1856, he erected a block of substantial and handsome five-story buildings, which he still owns, and which at the



William G. Slack

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present time occupy one of the most prominent business centres of the city.

As a citizen, Mr. Clark has been identified with many of the leading enterprises of the day. He was a director of the Southern Bank, a trustee of the City University, and a director and leading spirit in the building of the first Lindell Hotel. During the cholera epidemic in 1849, Mr. Clark was selected as one of the "Committee of Safety," to which was committed the management of sanitary affairs during the three months in which the terrible plague rested like a pall over the city. This "Committee of Safety," composed of such other leading men as Hon. Luther M. Kennett, Hon. Trusten Polk, Judge T. T. Gantt, and A. B. Chambers, discharged the important trust confided to it with marked fidelity, and to its action the city is indebted for the first establishment of quarantine.

Through life Mr. Clark has been a pronounced and active Christian man. He has long been a ruling elder in the Pine Street (now Grand Avenue) Presbyterian Church, and is chairman of the building committee charged with the erection of the handsome church edifice on the corner of Grand and Washington Avenues, and is identified with other departments of church work.

Mr. Clark has been twice happily married,—first to Miss Julia Miller, of Baltimore, Md., who bore him six children. His second wife is Miss Mary Bell Parks, daughter of Joseph Parks, of St. Charles, Mo., by whom he has had four children, all of whom are still living.

No citizen of St. Louis stands higher as a man of sterling integrity and high-toned Christian character than does William G. Clark.

Wood- and Willow-Ware.—Included under this trade nomenclature is a vast range of articles and utensils, such as buckets, casks, tubs, ladles, bread-bowls, and other household appliances or furnishings in wood, while willow-ware includes baskets, chairs, and the like constructed of this light material. But with the sale of these have become associated in the trade cordage, rope, brooms, wrapping-paper, paper bags, stove polish, axle grease, and, in the case of one of the largest firms, playing cards also. Indeed, the trade now comprises probably a greater number of articles in daily use than any other business. Precisely when dealing in wooden-ware became separated from the hardware trade proper, of which it may be said to be the counterpart, cannot now be ascertained. From the reminiscences of old inhabitants of the city, however, it appears that the wooden-ware trade existed as early as 1835, but it was in connection with the hard-

ware trade. As a separate industry, the branch is of comparatively modern origin here as elsewhere. In St. Louis, however, the wood- and willow-ware trade has obtained the ascendancy over that of any other city in America or Europe. St. Louis, in fact, is the ruling market, and prices for every other city on the continent are fixed here. In the manufacture of these wares, of themselves apparently insignificant, a capital approaching, in the aggregate, three million dollars is utilized, and upwards of a thousand hands are employed in the conduct of a vast system of machinery. Dealers in wood- and willow-ware transact a business often exceeding in value two million dollars a year; and as to the general volume of the trade, it is officially established that one St. Louis firm sells more annually than the combined trade of any other four houses in the same line in the world, and more than the aggregate sales of all the houses in this line of business west of the Alleghenies. Thus St. Louis is absolutely beyond competition in this line, having also the largest manufactory of this character in the world. Not only are these goods, chiefly derived from home manufactories, shipped to every considerable city and town in America, but there is considerable export to Cuba, South and Central America, and to Australia. The great excess of shipments over imports is thus explained, as well as in the utilization of the supply of raw material found convenient to the market.

In the manufacture of wooden-ware proper, pine and oak are chiefly used. One of the larger establishments supplies the West with water buckets and the like, and there are three oakware manufactories whose product is larger than that of any other establishment in existence. Axe handles, hoe handles, shovel, pick, and other varieties of hard-wood handles are supplied by a manufacturing company having the largest establishment of the kind in the world. An element entering largely into this peculiar trade is axle grease, all of which is manufactured in St. Louis, the product of four lubricating companies aggregating nearly half a million dollars annually.

The paper bags entering into the wood- and willow-ware trade are also manufactured in St. Louis, one factory, sixty by one hundred and seventy-five feet and five stories high, thus utilizing ten tons of paper daily, and giving employment to over a hundred hands, as appears from the labor commissioner's statistics.

A still more wonderful feature of the trade, however, is the manufacture of brooms by machinery. The only establishment of the kind in the world was put in operation in St. Louis about the year 1876, and it consumes or utilizes more broom-corn than all

other broom-factories (hand) in the West. It turns out six hundred dozen complete brooms daily, uses seven thousand two hundred handles, and works up six tons of the raw material. The product thus aggregates about three hundred and fifty thousand dollars a year, or over twelve hundred dollars each working day. This extensive trade is constantly increasing.

Furniture.—In a review of the manufactures of St. Louis at that time, a local journal of Sept. 7, 1854, said, with reference to the furniture industry, "There are many residents of St. Louis, probably the majority of the inhabitants, who are not aware of the progress and already advanced state of St. Louis manufactures. The time was when we looked to Cincinnati and the Eastern cities for almost everything we wanted in the line of manufactures, either because the article we wished was not to be had here, or if it was the Eastern manufacture could be had at a cheaper rate. As in any other growing, struggling city, our mechanics were not able to compete with Eastern work, and it always requires a vast deal of enterprise, determination, and hard labor to break up a trade that has once been established, no matter in what line of business. Many really enterprising mechanics have failed in producing this result and have become bankrupt, almost martyrs to the cause of home manufactures."¹

Prior to that date, Paris H. Mason, in 1847, associated himself with Russell Scarrett, at 214 Washington Avenue; Conrades & Logeman established their business in 1853; Joseph Peters was making, in 1854, a specialty of bureaus and cabinet-work; John H. Crane commenced the furniture business in 1855; William Mitchell opened his shop in the same year, and in 1871 the establishment was incorporated as the "Mitchell Furniture Company," and in 1860, Martin Lammert began business. From this year the business rapidly increased, until now it is one of the most important industries in St. Louis. In 1881 there were seventy-two houses engaged in the furniture-trade, whose sales aggregated three million dollars per annum.

Joseph Peters, who, as we have seen, was one of the early furniture manufacturers of St. Louis, was born in Prussia, May 9, 1832. He learned the trade of a cabinet-maker, and at the age of twenty-two, desiring to better his condition, emigrated to America, settling in St. Louis in 1854. For nine years he

worked at his trade, and in 1863 established a manufactory. Having little or no capital, he employed at first a few hand-workers, but with hard labor and economy the business prospered, and in the lapse of time horse-power was introduced, and finally steam. Mr. Peters managed the business personally and under his own name until 1880, when the "Joseph Peters' Furniture Company" was organized, he becoming its president. It is one of the largest concerns of the kind in St. Louis, but is distinguished not so much, perhaps, for the extent of its operations as for the fine quality of its manufactures. Hitherto St. Louis has been obliged to look elsewhere for its fine furniture, but there is a prospect, under the enterprising lead of such men as Joseph Peters, that the demand for elegant and expensive goods will be met by the home manufacturer.

Distilleries.—In former years St. Louis had more distilleries operating in her midst, but the product of the two remaining—the St. Louis and the Teuscher Companies—is greater, according to the testimony of the Internal Revenue Department, than that of their more numerous predecessors. In 1854 the production was seventeen thousand five hundred barrels, and during the five years from 1877 to 1881 the production, estimated on the basis of the stamp-tax paid (at ninety cents a gallon), was, in value, as follows:

1877.....	\$1,883,462	1880.....	\$1,755,525
1878.....	2,101,556	1881.....	2,168,433
1879.....	1,877,510		

The product of 1881 aggregated upwards of twenty-four thousand gallons, a trifling quantity as compared with the large imports. St. Louis, however, has ownership in several Kentucky distilleries, the product of which is handled in the St. Louis market, and there are also a large number of distilleries, agents, and rectifiers doing business in St. Louis, so that the entire movement of the whiskey interest represents perhaps two million five hundred thousand dollars a year.

The following table shows the condition of the distillery business:

RECEIPTS OF HIGH-WINES.		SHIPMENTS OF WHISKEY.	
	Bbbls.		Bbbls.
1882.....	9,152	1882.....	104,790
1881.....	7,847	1881.....	95,884
1880.....	14,580	1880.....	110,582
1879.....	9,835	1879.....	89,086
1878.....	10,497	1878.....	86,358
1877.....	11,083	1877.....	96,048
1876.....	29,592	1876.....	101,841

The following is a statement of the amount of grain used, product of spirits, and tax paid, etc., of the two distilleries which have operated during the years 1880, 1881, and 1882 in this district:

¹ In June, 1815, J. D. Russell carried on a chair-factory "between Kerr's store and the post-office," and in April, 1818, Isaac Allyn conducted a similar establishment on Second Street, three doors north of Shope.



Joseph Peters

	1880.	1881.	1882.
Bushels of grain mashed and distilled	592,430	688,850	555,667
	1880.	1881.	1882.
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Spirits produced:			
Bourbon.....	69,654	50,710	16,452
Alcohol.....	297,816	305,895	344,937
Gin.....	6,538	4,435	810
High-wines.....	213,830	201,856	26,520
Pure neutral or Cologne spirits.....	1,376,820	1,747,551	1,700,866
Whiskey.....	77,393	138,562	103,739
Total.....	2,042,051	2,449,029	2,193,314
	1880.	1881.	1882.
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Average yield of spirits per bushel.....	3.45	3.58	3.98
	1880.	1881.	1882.
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Amount of tax paid, at } ninety cents per gallon. }	\$1,755,132.30	2,409,043	2,239,785
		<i>Tax.</i>	<i>Tax.</i>
		\$2,168,138.70	\$2,015,806.50
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Alcohol exported free of tax..	60,253	20,795	.....
Alcohol transferred to manufacturing warehouse to be exported.....	11,170	.....	.....
Alcohol withdrawn for scientific purposes, free of tax...	532	88	523
Whiskey allowed by reason of leakage.....	1,499	2,088	2,889
Remaining on hand in distillery warehouse			
Dec. 31, 1880.	Dec. 31, 1881.	Dec. 31, 1882.	
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Bourbon.....	33,934	38,576	13,436
Alcohol.....	5,072	17,969	1,490
Gin.....	135	45	.....
High-wines.....	1,320	.....	.....
Pure neutral or Cologne spirits.....	16,173	14,949	6,187
Whiskey.....	4,086	6,196	1,206
Total.....	60,720	77,735	22,319
		<i>Galls.</i>	
Spirits rectified or compounded in the year	1880.....	1881.....	1882.....
Dec. 31, 1880.	3,493,916.32	3,548,938.52	3,249,969.57
" " " " " " 1881.....			
" " " " " " 1882.....			
	1880.	1881.	1882.
	<i>Galls.</i>	<i>Galls.</i>	<i>Galls.</i>
Total number of gallons gauged in three years by United States gaugers.....	11,603,205.87	12,539,512.07	11,380,467.26
Total number of wholesale liquor dealers' stamps issued on change of package..	29,513	31,180	29,921

and climate of the State are suitable to the production of grapes yielding a "must" full of body and having saccharine enough in it to prevent the acetic fermentation. On this point Rev. Mr. Peabody, an admitted expert, says,—

"The two important natural conditions demanded by the grape are climate and soil. Given these two, all the rest will eventually follow from the application of the skilled industry of the vine-dresser. In this portion of the valley of the Mississippi we find these two elementary conditions, climate and soil, existing together. That the soil and climate of Missouri and the adjacent parts of other States, especially those on its eastern and western boundaries (Illinois and Kansas), are eminently adapted to the growth of the grape is a point too well established to need discussion here. The fact is well known and universally acknowledged throughout the entire district, and perhaps, I may venture to add, throughout the United States. Compared with other sections of the United States (at least all those east of the Rocky Mountains), so far as their capabilities have been tested, our advantages for the production of wine are certainly superior."¹

All the experiments at Hermann have been satisfactory and remunerative, and there are said to be fifteen million acres of land in Missouri suitable for vineyards.

In 1853 the native wine received in St. Louis was contained in nine casks, seven barrels, and eight boxes,—less than the product of Kaskaskia and Cahokia a hundred years before that. The census of 1870 returned four wine-makers and an annual product exceeding \$800,000. The census of 1880 gives three establishments, \$380,000 capital, thirty-one hands, \$18,830 wages, \$52,000 material, and \$131,000 product. These figures are not encouraging, and yet the grape-growing interest is not disheartened. On the contrary, it rests confident that Missouri must be the centre of wine-making in this country, because it has six varieties of grapes native to the soil, and which, unlike the California grapes, are claimed to be phylloxera-proof.

The native wine interest has largely exceeded the whiskey manufacture and trade in volume of late years

Wines.—Fifteen or twenty years ago it was thought that Missouri would become a great wine-growing State and St. Louis a wine market of consequence. These expectations have not been fully realized, owing, in part, to the rapidly-developed vineyard interests of California, and in part to the preference given in St. Louis to the beer market. But the wine-making trade is still productive, and promises to become a very substantial manufacture when the vine-plantings are more extensive and the plant for fermenting and ripening the grape-juice is larger.

Great intelligence and thought have recently been given to grape-culture and wine-making in Missouri, with the result of eliminating much error and many absurdly false expectations of yield and profit, at the same time getting the industry closer down to a business-like basis. Missouri wines have an admitted excellence in flavor and keeping qualities, and the soil

¹ In 1848, Alexander Kayser, of St. Louis, offered three premiums of one hundred dollars each for the best specimens of Missouri wine, the vintage of three consecutive years. The first premium was awarded in 1849 for the vintage of 1848, the second in 1850 for the vintage of 1849. For the latter prize there were twenty-seven samples of wine produced for competition, but the premium was awarded to Jacob Romel, of Hermann, for "a wine of pure Catawba grapes."

in St. Louis, although a much more recently-established branch of trade. One St. Louis brand of champagne alone exceeds in volume and value of trade the purely spirit interest, and the growth of the trade in Missouri, California, and other native wines has exceeded the anticipations of those engaged in it. The bottled wine export last year reached nearly twenty thousand cases. The value of foreign wines and liquors which passed through the St. Louis custom-house in 1881 was \$60,639, on which a duty of \$26,990.39 was paid. Of the forty firms engaged in the wholesale whiskey trade in 1881, many deal in wines and other liquors, and the sales aggregate probably over \$2,000,000 per annum.

Breweries.—The period when lager-beer brewing, which has become an industry of immense proportions, was established in St. Louis is more readily ascertainable than the precise time when brewing generally was inaugurated. The early files of the *Missouri Gazette*, however, fix the date of the beginning of beer-brewing in St. Louis in the month of May, 1810, when that paper “congratulated” its readers

“on the acquisition of a new establishment for making porter and strong beer. Mr. St. Vrain, of Bellefontaine,” it added, “has erected a manufactory and taken into partnership an experienced European brewer, and has commenced business in a handsome style. The lovers of malt will now have an opportunity to foster an undertaking so much wanted in this Territory.”

Subsequently the same paper published the following advertisement :

“Table beer and porter, manufactured by St. Vrain & Habb, at Bellefontaine, near St. Louis. Those who wish to be supplied will please direct their orders to the brewery, or to Edward Hempstead, Esq., St. Louis, who will always have a quantity in his cellar ready for sale. Customers who may want a large supply will please to give timely notice.”

The following from the same source fixes the price at which beer was sold to the early inhabitants of St. Louis :

“Strong and table beer, manufactured by St. Vrain & Habb, at Bellefontaine, near St. Louis. The price of strong beer will be ten dollars in cash or twelve in produce, five dollars in cash for table beer or six in produce, delivered at the brewery at the following prices :

Wheat.....	at 62½ cents.
Barley.....	at 50 “
Rye.....	at 62½ “
Corn.....	at 25 “
Green hops.....	at 10 “

“Cattle and pork at the market price will also be taken, and three months’ credit shall be given to purchasers, provided they give an indorsed note to the satisfaction of the brewers. Those who wish to be supplied will please direct their orders to the brewery, or to Edward Hempstead, Esq., St. Louis.”

In May, 1810, the St. Louis brewery of Jacob Philipson went into operation, and he was “ready to sell beer at the price of eleven

dollars for the barrel and six dollars for the half-barrel, one dollar of each to be returned to the purchaser on his redelivering within a reasonable time the empty barrel in good condition, and bearing the stamp of the brewery.” Mr. Philipson also agreed that the above price should “be reduced whenever grain can be obtained in this country in quantities sufficient to give the brewery a continued employment, and whenever our farmers, by attending to the cultivation of hops, will do away with the necessity of procuring this article from a great distance and at considerable expense. The brewery will keep no books, and will deliver beer only for immediate payment. This invariable rule is imposed on the proprietor by the necessity of his paying cash (frequently in advance) for every ingredient and every part of labor. Beer will be retailed at the rate of twelve and a half cents per quart at the stores of Messrs. Sylvestre Labadie and Michel Tesson, and at various other convenient situations in this place, and at Ste. Genevieve a constant supply will be kept up at the store of Jacob Philipson.”

In 1826 the “new brewery” of Lynch & Co. was advertised, and in 1827, John Mullanphy had “St. Louis ale at his brewery in whole or half-barrels.”

Descendants of the old French residents prior to 1800 speak of a fermented liquor made in St. Louis at that early period, and of the existence of at least one primitive place of brewing. The venerable Ezra English manufactured a malt liquor better known as ale than beer half a century or more ago, and upon an extensive scale, judged by the storage capacity of the “English Cave,” not far from the present site of Benton Park, and which was then used, as subsequently, for the storing of beer. The cave itself has a romantic history, and while it is believed to lead to the river, has never been thoroughly explored in its inmost recesses, nor further than sufficient to afford capacity for storing three thousand five hundred barrels. English & McHose were the firm subsequently engaged in the manufacture of beer in this connection. The St. Louis Ale Brewery is the only one of that character yet existing.

Probably the first lager-beer brewery established in St. Louis district was put in operation in 1841 by the father of William J. Lemp, who succeeded to the business, after being engaged in malting for a while, upon the death of the elder Lemp. This brewery was in rear of the site of the present Lemp sample-rooms, on Walnut Street near Second. With the immigration of German citizens familiar with brewing, the erection of breweries and malt-houses increased in number, until there are now twenty-three of the former and thirteen of the latter, six independent of the breweries, and in all producing yearly about one million bushels. Many of the brewing establishments are very extensive, and represent an aggregate value of over nine million dollars. St. Louis has become, with the growth of the American taste for lager, the third city in its production in this country, and in excellence of the product rivals Bohemia, hitherto

conceded to be the headquarters of the best beer in the world.

The growth of the industry, in respect to its contribution of revenue to the general government, at the rate of ninety-two and a half cents per barrel, makes the official exhibit for five years :

1877.....	\$438,889.60
1878.....	482,557.70
1879.....	567,642.01
1880.....	674,282.95
1881.....	816,226.51

The following exhibit, although differing somewhat from that collected by the State Bureau of Labor Statistics, is of later date, and believed to be more comprehensive :

Amount expended for barley, malt, and hops.....	\$2,984,807
“ “ “ ice	476,117
“ “ “ wages.....	785,033
“ “ in expenses and repairs.....	1,030,162
“ “ for fuel.....	99,855
“ “ “ oats and hay.....	47,949
Taxes, United States and city.....	.....
“ on realty employed.....	.....
Revenue stamps and licenses.....	966,140
Total.....	\$6,330,063

Capital Permanently Employed.

	Capital.	Hands.
In breweries.....	\$6,000,000	3000
“ bottle factories.....	300,000	650
“ cooperage.....	750,000	500
“ copper, iron, and machinery working	450,000	300
Total.....	\$7,500,000	4450

The political influence exerted by German immigration has not been more potential than that exercised by the same element in modifying popular habits. The *Republican* of June 21, 1857, commenting upon the influence of lager beer upon the habits and customs of the people of St. Louis, remarks that about 1840,—

“When our city was in its infancy, and the German infusion had not poured in, no one spoke seriously of a German vote, and the papers never entertained such a subject as a German element; no aspirant for congressional honors ever then modeled his opinion by the German standard or courted German favor. There was no German paper, because there were none to read it; no beer gardens, because there were none to frequent them. We do not remember having seen in those days such a thing as a sausage-shop, a *gasthaus*, or a *handlung*. There was one *apotheker* and a *deutscher arzt*, and, if we mistake not, the sign of a *hebamme* swung at that period over the door somewhere in the region known then as Frenchtown. There was nothing that indicated that there was a German population requiring more than one doctor, a drug-store, and midwife.

“The only garden which had any pretensions as a place of resort was known at that time to the very limited number of young ladies and gentlemen who took summer-evening strolls as the ‘Broadway Garden,’ and was, as well as we can recollect, dimly lighted by variegated oil-lamps, and solely devoted to ice-cream and ‘mead.’ The Broadway Garden went out just about the time that beer gardens came in. And when they did come in it was tumultuously; a sudden and almost unexpected

wave of emigration swept over us, and we found the town inundated with breweries, beer-houses, sausage-shops, Apollo gardens, Sunday concerts, Swiss cheese, and Holland herrings. We found it almost necessary to learn the German language before we could ride in an omnibus or buy a pair of breeches, and absolutely necessary to drink beer at a Sunday concert.

“In nothing, perhaps, has the German influence been more sensibly and, we will add, more beneficially felt than in the introduction of beer as a common beverage. It is not only used by the Germans, but it has been wellnigh universally adopted by the English-speaking population, and the spacious beer halls and extensive gardens nightly show that the Americans are as fond of the Gambrinian liquid as are those who have introduced it. . . .”

In 1854 the *Republican* of September 20th said,—

“St. Louis has about twenty-four breweries, and every one of them has stored nearly twice the quantity of ‘ale’ for this summer that has been made in any preceding one. As we are informed by one of the largest dealers of this article, the quantity may be safely reckoned at 40,000 barrels of lager beer, and perhaps 20,000 barrels of common beer. By an average count, one barrel of thirty gallons gives about 300 glasses. Thus we have about 12,000,000 glasses of lager beer, and about 6,000,000 of common beer; in all, 18,000,000 glasses of beer drank in St. Louis from the 1st of March last up to the 17th of September, the time the lager beer gave out. Common beer is sold at five dollars per barrel, and lager beer at seven dollars, that is at wholesale. This will make the amount received by the brewers for lager beer \$290,000, and for common \$100,000; together, say \$380,000. The retailers, at five cents a glass, took in \$600,000 for lager beer and \$300,000 for the common article. Just think of it, nearly a million of dollars (\$900,000) spent in St. Louis during one summer for beer, and that chiefly among the Germans themselves!”

In 1810 the table beer of St. Vrain & Habb, brewed in St. Louis, sold at ten dollars cash, or twelve dollars in produce, per barrel, and that of the St. Louis brewery at about the same. In 1854 the price of common beer was five dollars per barrel, and seven dollars for lager. In 1860 the average price of lager was eight dollars per barrel. The beer garden followed quickly upon the general introduction of lager as a beverage. In 1857, Lemp’s saloon is mentioned as “one of the largest of the class,” and “about nine o’clock at night a perfect beer babel,” where around a number of tables excited *coteries* were assembled, “quaffing incredible quantities of beer and uttering almost impossible successions of vocal sounds, and boys rushing enthusiastically from the bar to the tables with more glasses of beer than it would seem within the power of two human hands to carry.”

Since 1857 the consumption of beer has increased enormously. It was estimated by Henry H. Rueter, president of the United States Brewers’ Association, that the beer production of the whole country for 1879 reached 10,000,000 barrels, and that of Missouri 507,963 barrels, which, according to the tax paid, had increased to 877,663 barrels in 1881. We have seen that in 1854 the *Republican* ascertained

that "one barrel of thirty gallons gives about three hundred glasses," and that then St. Louis consumed eighteen millions of glasses in a single spring and summer. Applying the same calculation to the production for 1881, we find that the \$816,226.51 paid for stamps, at ninety-three cents per barrel, gives a production of 877,663 barrels, which, at three hundred glasses per barrel, would allow 263,298,900 glasses. This would give a consumption, assuming the population to be 400,000, of 658 glasses for every person during the year. In addition to this 1,252,344 packages of ale and beer were shipped from the city.

The following table of statistics is translated from the *Mississippi Handels-Zeitung*, a German commercial newspaper published in St. Louis. It exhibits the names of the breweries existing in that city in 1860, the names of their several proprietors, and the amount and value of the beer manufactured by each :

" Name of Brewery and Proprietor.	Bbls. Lager Beer.	Bbls. Common Beer.	Bbls. Ale.
Arsenal, G. Steinkauler.....	4,000	3,000	.....
Bavarian, Gottschalk & Co.....	2,700	500	.....
Bronfway, G. G. Zoller & Co.....	1,800	3,000	.....
Bellefontaine, Pearson, Smith & Co.....	2,000	2,500	.....
Busch's, Fritz, Wainwright & Co.....	8,500	6,500	.....
Camp Spring, Joseph Uhrig & Co.....	9,000	5,000	.....
City, Chr. G. Stifel.....	5,500	600	.....
Excelsior, Chr. Kohler & Co.....	1,500	1,000	.....
Fortuna, Bergesch, Feric & Co.....	700	600	.....
Franklin, Tinker Brothers & Co.....	1,000	800	400
Ganbrunn, Anton Jager.....	1,500	1,000	.....
Green Tree, Joseph Schnaider & Co.....	4,500	3,000	.....
German, Eckerle & Weiss.....	2,500	1,800	.....
Hickory, Conrad Elliott.....	500	250	.....
Jefferson, Brunning & Wettelkamp.....	2,500	2,500	.....
Iron Mountain, Adolph Gebhard.....	3,000	2,300	.....
Jacks-n, Joseph Steuber.....	900	600	.....
Lafayette, Theodore Brinkworth.....	2,700	1,800	.....
Laclede, Ch. Stolz.....	800	500	.....
Missouri, G. Bautenstrauch.....	500	300	.....
New Bremen, Spangier & Smith.....	2,500	2,000	.....
National, Fred. Wagner.....	2,500	2,000	.....
Oregon, Stock Brothers.....	3,000	2,000	.....
Pacific, Koutz & Hofmeister.....	2,500	1,500	.....
Philadelphia, A. Deutelmöser.....	2,500	1,500	.....
Phoenix, C. Stachlin.....	9,500	6,000	.....
Pittsburgh, Coste & Leusler.....	4,000	4,000	.....
Rock Branch, Charles Zoller.....	3,000	1,500	.....
Steam, F. Boyd & Co.....	2,500	2,000	4000
St. Louis, E. English.....	3,000	2,000	.....
Southern, Keitz, Schricker & Co.....	2,600	1,500	.....
Schlop, L. Koch.....	300	200	.....
Schneer's, Const. Schneer.....	3,500	2,500	.....
Schunmann's, Ch. Schumann.....	300	200	.....
Stumpff, Wilh. Stumpf & Co.....	4,000	2,000	.....
Stern, Ch. Longuemare.....	3,600	3,500	.....
Union, Winkelmeyer & Schiffer.....	10,000	6,000	.....
Wash Street, Hamm & Hoppe.....	3,500	3,300	.....
Washington, Ch. Schneider & Co.....	1,200	750	.....
Western, A. Lemp.....	4,800	3,500	.....
Whole number, 40.....	.....	.....	.....
Total.....	122,400	85,500	4400
In 1858 the whole number of barrels amounted to.....	110,800	74,400	4200
Increase in the number of barrels over last year.....	11,600	11,100	200
The average price of lager beer last year was \$8 per barrel, making a total of.....	.....	.....	\$979,200
85,000 barrels common beer, at \$6 per barrel.....	.....	.....	5,100
4400 barrels of ale, at \$3 per barrel.....	.....	.....	35,200
Altogether.....	.....	.....	\$1,523,400

" Now, reckoning the working capital of each brewery represented at an average of \$15,000, we get the further sum of \$600,000 invested in beer, making a grand total of \$2,124,400.

" It may then be taken for granted that a capital of

at least \$2,000,000 is annually expended in the production of beer in this city."

We have spoken of the people of St. Louis and their calm composure in adversity, their steadfast assurance that every cloud had its silver lining. We have shown in part how capital and energy have rallied to the support of struggling industries, and how every trade, and every encouragement to trade, has been at once worked up to its full capacity and utmost tension. The history of her manufactures shows how continual this power has been of utilizing every resource; how the cotton trade sprung up out of Southern railroad extensions, bringing in its train an immense expansion of the general business in merchandise. In the same way the manufacture of hog and beef products has grown up about the Texas cattle trade and the live-stock and distillery business, and the development of the brewing business and the export of malted liquors have sprung up from the grain trade. This brewing business and its correlated industries of bottling and exporting beer are, as we have shown, enormous, and so extensive an industry as beer-brewing necessarily requires the products of many trades and manufactures to supply its wants. Boilers, engines, pumps, ice-machines, mashing-tubs, tanks, and mills, and other copper, iron, and brass works are necessary in the first instance, and need repairs and renewal, thus giving employment to hundreds of workmen.

Again, cooperage is daily required, and the extent of the demand may be inferred from the simple statement that the Missouri breweries have 267,800 packages in constant use.

They also require the services of bricklayers, cement- and asphalt-workers, wagon- and harness-makers, bung- and cork manufacturers, painters and label-printers.

As nearly as can be ascertained, the capital invested in the several trades and manufactures comprised in the above enumeration over and above what would be required were it not for the wants of the brewing business amounts to \$500,000, and making and constructing what the breweries require gives constant occupation to 1000 skilled workmen.

If, then, all the facts be brought together in one comprehensive view, it will be found that the lager-beer brewing industry of Missouri supports 16,210 persons (without taking at all into account the retail venders), and directly sets in motion annually, in purchase and sale, over \$20,000,000. It seems to be the most important industry in the State.¹

Among the brewers of St. Louis one of the most

¹ Report of Bureau of Labor Statistics.

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1857

Joseph Schrader

prominent and successful was Joseph Schnaider. Mr. Schnaider was born at Zell am Hammersbach, Baden, Feb. 2, 1832. At the age of fifteen he went to Rastadt, where he was apprenticed to a brewer, and at the age of eighteen removed to Strasburg, where he became the foreman of a large brewery. He remained but a short time in that position, and being desirous of seeing more of the world, he made a tour through France, working at his business in various places.

In 1854 he embarked for America, settling in the city of St. Louis, where he soon became foreman of the Philadelphia Brewery, then located on Morgan Street. In 1856 he erected the Green Tree Brewery, on Second Street, associating himself with Max Feuerbacher. In 1863 the firm built a new and larger brewery on Sidney Street. In 1865, Mr. Schnaider sold his interest in this establishment to his partner, and erected a brewery on Chouteau Avenue, between Mississippi and Armstrong Avenues. In 1865 he established, adjacent to the brewery, a large beer garden, which, together with the brewery, was subsequently enlarged until they both reached their present dimensions.

In 1879 the Joseph Schnaider Brewing Company was organized, mainly in order that, in case of death (Mr. Schnaider then not enjoying good health), the business should continue without the disturbance or hindrances frequently consequent upon the sudden death of the head of a large concern. Unfortunately the apprehensions then entertained by him found a speedy realization. While seeking health in the congenial climate of the Fatherland he succumbed, in October, 1881, to the ravages of an ailment of protracted standing, closing his in many respects remarkable career in the prime of his life, at the city of Heidelberg, Germany, far away from the scenes of his earthly usefulness and success. He was nursed by a loving wife until all human aid proved in vain and death ensued, and his remains were carried across the ocean to his once happy home, from where they were interred with honors bordering on a public demonstration. In him St. Louis lost one of her most enterprising citizens, and a man who, by his kind and humane impulses, had won for himself the affection and sympathy of his fellow-citizens and the name of public benefactor.

Mr. Schnaider was married in 1856 to Elizabeth Sedler, and leaves seven children, three sons and four daughters, the oldest son, Joseph M. Schnaider, being one of the managing stockholders in the brewing company.

Another representative brewer of St. Louis was Eberhard Anheuser. Mr. Anheuser was born in Germany in 1805, and came to the United States in

1843, locating first in Cincinnati. Two years later he removed to St. Louis, and engaged in soap manufacturing with Nicholas Schaeffer and others. He continued in this business fifteen years, and about 1860 established himself in the brewing business with William D'Oench. Out of this alliance grew the immense business subsequently carried on by Mr. Anheuser and his son-in-law, Adolphus Busch, under the corporate name of the Anheuser-Busch Brewing Association. Mr. Anheuser was known far and wide throughout the country, and in the summer of 1879, when it was announced in the National Brewers' Convention that sickness would prevent him from attending the session, a resolution of regret was unanimously adopted. His business gave employment to many hundred men, and made St. Louis enterprise known in all quarters of the globe. Mr. Anheuser, who died May 2, 1880, left five adult children, three daughters and two sons, the daughters being Mrs. Ulrich Busch, of Chicago; Mrs. Adolphus Busch, of St. Louis; and Mrs. Peter Shoettler, of Chicago; and the sons William and Adolph Anheuser.

Beer Bottling.—Beer bottling has lately become entitled to recognition as a business almost distinct from brewing. The industry is of comparatively recent origin, but already St. Louis is the largest bottling point in the United States, and probably in the world. The "Budweiser" beer of C. Conrad & Co. is not only shipped to all parts of the United States (including the Territories), but exported to Canada, Mexico, South America, and large quantities to Europe, Asia, and to the Cape. Indeed, one St. Louis establishment has more than a score of agents on the Continent, and boasts an annual product of nearly five million bottles. The total bottling product of the brewers and others engaged in this industry is 20,000,000 a year, and the sales in 1881 aggregated \$2,598,783. The number of hands employed is 700. The exports during the same period aggregated 1,252,344 packages.

Ice Company.—The St. Louis Ice Company was organized in September, 1854, with a capital of twenty-five thousand dollars, in shares of twenty-five dollars each, "and no one person to be allowed more than eight shares." This, we are told, was the original proposition, and it was thought that if this could be done the scheme would be practicable. The gentleman proposing it accordingly started out to see what could be done in the way of subscriptions. The plan was universally applauded, and in the space of six days from the time the subscription-list was open the whole proposed stock of twenty-five thousand dollars was taken.

A meeting of stockholders was then called at the Merchants' Exchange, on Main Street. William M. McPheters was called to the chair, whereupon he stated the object of the meeting, which then proceeded to the appointment of trustees, and the following were elected :

Asa Wilgus, Kenneth Mackenzie, William M. McPherson, John J. Anderson, William W. Green, W. Patrick, Edward Brooks, John McNeil, T. E. Courtenay, S. Dorsheimer, John B. Carson, George Knapp, and B. F. Stout.

The board subsequently elected Asa Wilgus president, and B. F. Stout secretary and treasurer of the company. At a subsequent meeting of the board a resolution was passed to increase the capital to fifty thousand dollars, and the books were opened for that amount. Subscriptions were promptly made, and forty thousand dollars was taken, leaving the amount of ten thousand dollars to be subscribed.

The company "leased Mr. Finney's large ice-house on Fifth Street, and also leased a lot of ground from the public schools on the Levee, between Plum and Cedar Streets," on which they erected a spacious building for the purpose of storing ice.

In 1881 there were eight wholesale and thirty-three retail ice dealers in St. Louis, and the volume of business, both wholesale and retail, is estimated at between four million and five million dollars.

Engraving, Photographing, etc. — Seventeen firms were engaged in 1881 in the business of engraving, die-sinking, etc., in St. Louis, with a capital of eighty thousand dollars, giving employment to sixty-five hands, and paying wages annually amounting to seventy-three thousand dollars. The business transacted was estimated at about one hundred and fifty thousand dollars. In wood-engraving St. Louis has long enjoyed a special pre-eminence. In 1881 there were three large establishments in active operation, whose products realized the sum of forty thousand dollars, the industry employing twenty-four skilled workmen. There are also a number of photographers, some of whom enjoy a wide celebrity for the superiority and nicety of their work. Among the latter the well-known establishment of John A. Scholten is specially worthy of mention. Mr. Scholten was born in Rees, a town on the Rhine, in Prussia, and attended the schools of his native place until fourteen years old, when he emigrated with his parents to America, settling at Hermann, Mo. Here he remained for three years, and then removed to St. Louis, where he spent some time in the dry-goods store of Trueworthy Hoyt, a respected and highly successful merchant. In 1857, however, he aban-

doned commercial pursuits and turned his attention to his present calling, in which he soon won an extensive local reputation for the correctness and artistic beauty of the likenesses which he produced. His success prompted him to choose a more central location, and he removed to Fourth Street, between Olive and Locust, and subsequently to the northwest corner of Olive and Fifth Streets. His rooms at the latter location were models of elegance and good taste.

In 1874 he removed to his present location, near Olive and Tenth Streets, which he had fitted up especially for the delicate requirements of his profession. On New Year's night, 1878, his establishment was burned, but in May, 1879, he resumed business at the same location, in a studio erected specially for him, and combining all the approved features of the most celebrated Eastern galleries, modified in such particulars as Mr. Scholten's long and varied experience had shown to be desirable. He not only built a structure suitable in every way to his art, but procured the most costly and perfect apparatus yet invented.

Mr. Scholten has applied himself to his calling with unreserved devotion, and has been an enthusiastic laborer, constantly experimenting and perfecting. Instead of being content with the accepted methods of others, he has investigated for himself, and in so doing has been the introducer of improvements having a permanent value. He was the first to introduce into St. Louis the popular *carte de visite*, and by liberal yet judicious expenditure has contributed materially to the development of the photographic art in St. Louis. The estimation in which he is held by leading citizens appears in the following testimonial :

"MERCHANTS' EXCHANGE OF ST. LOUIS.

"John Wahl, *Pres.*

George H. Morgan, *Sec.*

"St. Louis, May 3, 1879.

"MR. JOHN A. SCHOLTEN :

"Dear Sir,—The undersigned, president and ex-presidents of the Merchants' Exchange, desiring to express to you their appreciation of your kindness in contributing to the 'records' of the Exchange the handsomely framed portraits of the 'presidents,' have had prepared the accompanying medal, which they beg you to accept as a token of the esteem in which you are held by them individually, and as a recognition on the part of the Exchange of your liberality and courtesy. They desire also to congratulate you on the opening of your new rooms, and trust you may receive the generous patronage which you so richly deserve as an artist and a gentleman.

"D. P. ROWLAND.

WEB M. SAMUEL.

"GEORGE BAIN.

JOHN A. SCUDDER.

"WILLIAM J. LEWIS.

NATHAN COLE.

"THOMAS RICHESON.

R. R. TANSEY.

"W. H. SCUDDER.

E. O. STANARD.

"Attest :

"JOHN WAHL, *Pres.*

GEORGE H. MORGAN, *Sec.*"



John A. Schotten

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August Gort

Copper and Tin.—In 1816, John Dowling commenced the business of a copper and tin manufacturer in St. Louis, in a shop “in the rear of Mr. Robidoux’s store, and near Matthew Kerr’s store.” Copper and tinware were made and repaired. In 1817, Reuben Neal “commenced the manufacturing of copper and tinware in the house lately owned and occupied by Mr. Joseph Brazeau, opposite Mr. Hempstead’s, in Church Street, St. Louis,” where he made stills, fullers’, hatters’, wash-, stew-, and tea-kettles, and copper, tin, and sheet-iron ware of all descriptions. In 1820, Neal & Liggett carried on a copper- and tin-shop on South Main Street, opposite Antoine Dangin, Block 36. According to the census of 1880, the number of manufactories engaged in the production of tin, copper, and sheet-iron ware was one hundred and twenty, but it is probable that there are over two hundred establishments in the city where tinware is manufactured. The value of the business has been estimated at one million two hundred thousand dollars per annum.

Lithographers.—There were eleven firms engaged in the lithographing business in 1882, and St. Louis enjoys facilities in this respect possessed by few other cities in the country. One of the pioneer firms engaged in this industry is that of August Gast & Co. Its founder, August Gast, was born in Belle, a village in the principedom of Lippe-Detmold, Germany, March 10, 1819. He was educated at the Gymnasium at Detmold, and with his brother Leopold learned the trade of lithography, and worked at this business in Germany for several years. The disturbances of 1848 prostrated business in that country, and the brothers determined to emigrate to America. They had very little money, their chief possession being a press and a small lithographic outfit which belonged to Leopold. They spent some months in New York, and about one and a half years in Pittsburgh, and finally, in 1852, arrived in St. Louis, and commenced business as lithographers in a little shop on Fourth Street, between Walnut and Elm Streets, where the “Southern Hotel” now stands. They started with the small outfit above mentioned, and the name of the firm was Leopold Gast & Brother.

Up to that time there had been but one lithographer in St. Louis, Julius Hutawa, who confined himself chiefly to the production of maps. His trade was small, and he soon went out of business, leaving Gast & Brother in sole possession of the field.

The brothers began on a very modest scale, but they did good work and soon began to prosper. In 1866, August Gast purchased his brother Leopold’s interest, and from 1866 to 1877 he had two partners.

In the latter year he purchased their interest also, and admitted E. F. Wittler to this firm. Wittler had been for some years traveling agent, and had distinguished himself by his industry and efficiency. In January, 1878, the firm was further enlarged by the admission of Louis Wall. Since that time the business has expanded rapidly, and the house now employs four color artists, fifteen engravers, fifteen transferers, ten steam-presses, several compositors, and hand-press printers, bookbinders, etc., and in May, 1882, the business of steel-engraving was added, the whole requiring a force of about one hundred and ten hands. It is one of the largest establishments of the kind in the West. It has devoted itself to the higher class of work, and enjoys a wide-spread reputation for the beauty and elegance of its manufactures.

Mr. Gast landed in St. Louis without a penny in his pocket, and when he started in business he did no small share of the work with his own hands. What thirty years of industry have accomplished may be seen by going through his mammoth establishment in St. Louis and viewing the army of workmen employed there.

In March, 1853, Mr. Gast was married to Sophie Von Laer, a native of Schleswig. She died in 1864, and in November, 1865, Mr. Gast again married, his wife being Marie Barthel, a native of Leipsic, Saxony. Both are members of the Evangelical Lutheran congregation.

Early Trade Notes.—From the advertising columns of the newspapers, from pamphlets, and other sources not directly in the line of historical data many interesting facts are to be learned. On Aug. 24, 1808, C. Burns advertised for two or three journeyman tailors, “to whom constant employment and good wages will be given.” On September 14th of the same year F. Hinkle “wanted to hire a negro woman,—one without children will be preferred,” and on September 17th, William Harris, hatter, respectfully informed “his friends and the public in general that he has commenced the hatting business in all its different branches on Main Street, next door below Dr. Saugrain’s, where any person may be supplied on the shortest notice and on moderate terms.” On the 14th of the following month a house was to be rented on application to M. P. Leduc, and the same day Samuel Solomon had twelve hundred gallons of good old whiskey for sale for cash. On Jan. 11, 1809, we find that “Joseph Coppinger proposes setting off for New Orleans, New York, Philadelphia, and Washington on the 1st of February, to return in May. He takes this method of offering his agency to his friends and the public, and expects reasonable compensation

for any trust undertaken." Aaron Elliott & Son, of Ste. Genevieve, on the 7th of June, advertised in the St. Louis papers to the effect that "all those who have open accounts with Aaron Elliott, or Aaron Elliott & Son, are requested to call and close the same prior to the 1st August, 1809. Those who neglect this call will have their accounts to settle with an attorney," with a postscript stating that they had constantly on hand a complete assortment of drugs and medicines, "which they will sell either wholesale or retail on as good terms as can be purchased in this country." On July 5th, Michael Dolan, "tailor and habit-maker," Main Street, announced that he had opened a shop at the house then occupied by Mr. Hampton, "breeches-maker." Cornelius Burns, also a tailor, begged leave, on November 2d, to acquaint his friends and the public that he had commenced business on his own account at the house formerly occupied by Wilson & Price. On the 16th of the same month, Bernard Lalende made it known that he manufactured gentlemen's coats for \$4.50, and pantaloons at \$1.75, "well made and in the newest fashion." In 1811, Norman McKenzie wanted a few carpenters, and Robert Wash announced himself as administrator of James A. Graham, and offered a reward of \$20 for a fine cloak that had been stolen. J. Septlivres, on the 2d of June, 1812, published his card as house and sign painter. In an advertisement dated Aug. 5, 1813, we find that there "arrived a few days ago from the mouth of the Columbia River, Robert Steuart, Ramsey Crooks, Joseph Miller, and Robert McClellan, and three hunters," whose narrative would appear the following week. In 1815, William Sullivan kept a livery-stable in St. Louis, and his terms were ten dollars per month, with no deduction for any horse taken out unless he remained out a week or more, \$3 per week, 75 cents for twenty-four hours. Auguste Chouteau advertised at private sale, May 18, 1816, his lots lately laid out on the hill west of town, a plot of which might be seen at the printing-office. On the 8th of June of the same year, John Keesacker informed the "gentlemen of St. Louis that he has opened a barber-shop in Front Street, near Mr. Paul's store building, and pledges himself he will give satisfaction in his line of business. Price of shaving per month, \$1." On the 18th of June, Mrs. Baker started the millinery business in the brick building opposite Mr. Savage's auction-room. In 1829 the announcement was made that "the new bathing establishment of Mr. J. Sparks & Co. has about thirty-five visitors, and of that number not one has experienced an hour's sickness since the bathing commenced; we should, for the benefit of the

health of the city, be glad there were more encouragement, and as the season is partly over, tickets have been reduced to one dollar the season."

Miscellaneous Trades and Industries.—In addition to the foregoing there is an immense variety of trades and industries in St. Louis, of which it is impossible to give a particular account within the limits of this work. Among the more important may be mentioned the trade in wall-paper, carpets, etc., in which thirty-one houses were engaged in 1881, their business aggregating one million nine hundred thousand dollars; books and stationery, in which five wholesale and seventy-five retail houses were employed in 1881, the aggregate business being estimated at six million nine hundred thousand dollars; news and book paper, etc., represented in 1881 by nine wholesale dealers, transacting a business of three million nine hundred thousand dollars;¹ music and musical instruments, transacted by eleven houses, whose business was estimated in 1881 at one million six hundred thousand dollars; produce, seventy-nine houses, with annual sales estimated in 1881 of two million dollars, besides four firms engaged in the sale of seeds of various kinds; powder, guns, and sporting goods, five wholesale firms, who confine their business to gun, rifle, and blasting powder and similar goods, and three firms who deal in guns, pistols, fishing-tackle, and sporting goods; aggregate value of business in 1881, six hundred thousand dollars.

In addition to the manufactures already described there were in 1881 the following among other industries in active and successful operation: Agricultural implements, seven firms, 500 hands employed, \$900,000 value of annual product; artificial feathers and flowers, three firms, 79 hands, \$150,000 annual sales; awnings and tents, ten firms, 250 hands employed, \$400,000 annual sales; bags, paper, flax, hemp, and jute, seven firms, 500 hands employed, \$1,100,000 annual sales; box manufactures, twelve firms, 250 hands employed, \$400,000 annual sales; brass foundries, fourteen firms, 157 hands employed, \$580,000

¹ "At a meeting of the directors and stockholders of the 'Missouri Paper Manufacturing Company,' held at their office, No. 46 Chestnut Street, St. Louis, Tuesday, Oct. 30, 1860, the organization of the company, under the laws of the State of Missouri, was completed, and the following-named gentlemen confirmed as directors of the company for the first year from the 7th of July last, and the persons named in connection with the same elected officers for the same term.

"Directors, as named in the license from the State, R. H. Hubbell, E. Stafford, Bernard Poepping, George Spear, V. B. S. Reber; President, Hon. Bernard Poepping; Vice-President, Thomas H. Paschall, Esq.; Secretary, Edward Stafford, Esq."—*Missouri Republican*, Nov. 2, 1860.

annual sales; carriages and wagons, forty firms, 1100 men and boys employed, nearly \$2,000,000 annual sales; confectionery, three hundred dealers, value of business \$1,200,000 per annum; cooperage, eighty establishments, 900 hands employed, \$500,000 capital invested, total annual sales \$1,500,000; cordage and twine, fourteen firms, 77 hands employed, \$75,000 estimated value of business; corsets, three firms, \$10,000 annual sales; cutlery and tools, four firms, 20 hands employed, \$24,000 annual sales; engraving, die-sinking, etc., seventeen firms, 65 hands employed, \$151,000 annual sales; wood-engraving, three firms, 24 hands employed, \$40,000 annual sales; files, six firms, 35 hands employed, \$42,000 annual sales; glass, six firms, 400 hands employed, \$600,000 annual sales; glue, five firms, 30 hands employed, \$75,000 annual sales; machinery, forty-six firms, 1600 hands employed, \$2,500,000 annual sales; marble- and stone-work, fifty-six firms, 475 hands employed, \$800,000 annual sales; mattresses and spring-

beds, nine firms, 55 hands employed, \$150,000 annual sales; mineral and soda waters, ten firms, 100 hands employed, \$175,000 annual sales; paints and varnishes, total capital invested \$2,000,000, 532 hands employed, \$2,700,000 annual sales; refrigerators, three firms, 101 hands employed, \$309,000 annual sales; roofing and roofing materials, five firms, 75 hands employed, \$177,000 annual sales; show-cases, four firms, 79 hands employed, \$90,000 annual sales; shirts, seventeen firms, 274 women and 52 men employed, \$280,000 annual sales; stone and earthenware, five firms, forty-one hands employed, \$50,000 annual sales; tin, copper, and sheet-iron, about 200 firms, with an estimated business of \$1,200,000 per annum; vinegar, fourteen firms, 120 hands employed, \$575,000 value of annual product; wheelwrighting, fifty-two firms, 130 hands employed, \$155,000 annual sales; whips, four firms, annual business \$20,000; wire-work, 600 hands employed, \$1,300,000 annual sales.

COMPARATIVE BUSINESS IN LEADING ARTICLES AT ST. LOUIS FOR 1878, 1879, 1880, AND 1881.

ARTICLES.	1878.	1879.	1880.	1881.
Flour, amount manufactured.....	bbls. 1,916,290	2,142,949	2,077,625	1,718,129
“ “ handled.....	bbls. 3,633,372	4,154,754	4,217,664	3,600,689
Wheat, total receipts.....	bush. 14,325,431	17,093,362	21,022,275	13,243,511
Corn, “ “.....	bush. 9,009,723	13,360,636	22,298,077	21,259,310
Oats, “ “.....	bush. 3,882,276	5,002,165	5,607,078	6,295,050
Rye, “ “.....	bush. 845,932	713,728	468,755	469,796
Barley, “ “.....	bush. 1,517,292	1,831,517	2,561,992	2,411,723
All grain (including flour reduced to wheat).....	bush. 36,107,334	46,037,578	60,477,547	51,785,403
Cotton, receipts.....	bales. 338,340	472,436	352,219	461,759
Hemp, “.....	bales. 5,087	4,072	1,731	3,580
Bagging, manufactured.....	yards. 7,500,000	8,000,000	10,000,000	10,000,000
Hay, receipts, bales of 400 lbs.....	bales. 330,981	461,979	676,268	98,097
Tobacco, receipts.....	hhds. 25,870	20,278	18,813	22,042
Lead, receipts in pigs, 80 lbs. average.....	pigs. 764,357	817,594	764,887	925,406
Hog product, total exports.....	lbs. 183,529,593	220,891,273	199,456,866	196,827,228
Cattle, receipts.....	head. 406,235	420,654	424,720	503,862
Sheep, “.....	head. 168,095	182,648	205,969	334,426
Hogs, “.....	head. 1,451,634	1,762,224	1,840,684	1,672,153
Horses and mules, receipts.....	head. 27,878	33,953	46,011	42,365
Lumber, “.....	feet. 189,238,333	280,986,361	330,935,973	434,043,094
Shingles, “.....	pes. 88,059,000	77,811,500	106,246,750	56,578,785
Lath, “.....	pes. 33,993,000	27,713,700	41,023,400	18,523,823
Wool, total receipts.....	lbs. 16,460,816	20,786,742	12,387,089	11,198,272
Hides, “.....	lbs. 17,129,894	20,042,734	18,436,253	20,079,814
Sugar, received.....	lbs. 106,836,225	107,176,052	113,627,470	109,537,015
Molasses, shipped.....	galls. 1,844,260	1,684,960	2,164,098	4,190,290
Coffee, received.....	bags. 201,080	267,533	303,649	245,239
Rice, receipts.....	bbls. 25,600	34,213	39,399	48,661
Coal, “.....	bush. 33,087,300	36,978,150	41,972,356	44,720,175
Nails, “.....	kegs. 522,399	575,538	601,795	534,227
Potatoes, receipts.....	bush. 602,675	963,047	801,422	1,378,754
Salt, “.....	bbls. 271,521	244,966	313,379	232,843
“ “.....	sacks. 78,781	78,345	61,348	73,239
“ “.....	bush. in bulk. 439,788	439,788	333,868	314,720
Butter.....	lbs. 8,627,056	8,961,965	8,659,133	8,247,401

In 1871 a carefully prepared statement by William A. Johnson showed the increase in manufactures in twenty of the leading articles to have been nineteen per cent. in the capital employed, and thirty per cent. in the value of the products.

Mr. Charles W. Knapp, from whose very able paper on St. Louis, read before the “Round Table” in October, 1882, we have frequently had occasion to quote, thus groups the manufacturing cities, according to the census of 1860, 1870, and 1880:

MANUFACTURING OF LEADING CITIES IN 1860.

CITY.	Number of Establishments.	Capital.	Average Number of Hands.	Wages.	Cost of Material.	Product.
Baltimore.....	1310	\$3,789,757	21,821	\$4,351,244	\$18,068,683	\$29,591,958
Boston.....	1050	14,527,880	19,093	6,948,839	20,254,277	37,681,808
Brooklyn.....	1032	12,320,876	12,758	4,462,633	19,040,316	34,241,520
Buffalo.....	792	5,529,471	6,500	1,819,382	5,974,291	10,774,400
Chicago.....	469	5,571,025	5,593	1,992,257	8,026,670	13,555,671
Cincinnati.....	2084	18,983,693	30,268	8,693,830	25,887,363	46,995,062
Cleveland.....	387	2,676,963	4,455	1,333,118	4,029,015	6,973,737
Detroit.....	368	4,137,766	3,707	1,080,095	3,743,285	6,498,593
Jersey City.....	279	3,345,690	3,310	1,171,857	3,479,927	6,760,241
Newark.....	770	13,846,605	21,800	6,517,952	15,029,087	27,927,514
New Orleans.....	1232	3,431,535	5,568	2,907,469	5,295,265	11,373,265
New York.....	4375	61,212,757	90,204	28,481,915	90,177,038	159,107,369
Philadelphia.....	6298	73,318,885	137,983	27,369,254	69,562,206	135,979,677
Providence.....	894	17,961,985	23,769	6,651,040	13,655,956	29,211,478
Pittsburgh.....	1191	20,531,440	20,493	6,241,520	13,020,615	26,563,676
San Francisco.....	229	2,284,800	1,564	1,703,672	15,037,840	19,595,359
St. Louis.....	1126	12,733,948	11,737	4,372,087	16,212,699	27,000,070
Washington.....	429	2,905,865	3,148	1,139,154	2,884,185	5,412,102

MANUFACTURING OF LEADING CITIES IN 1870.

CITY.	Number of Establishments.	Capital.	Average Number of Hands.	Wages.	Cost of Material.	Product.
Baltimore.....	2,759	\$26,049,040	23,944	\$10,352,078	\$36,144,425	\$59,219,933
Boston.....	2,546	47,311,906	43,550	22,748,700	50,384,305	111,380,840
Brooklyn.....	1,043	25,287,981	18,545	9,273,994	39,899,971	60,848,673
Buffalo.....	1,429	13,043,790	13,274	4,946,414	15,274,440	27,446,683
Chicago.....	1,440	39,372,276	31,105	13,045,286	50,362,188	92,518,742
Cincinnati.....	2,469	42,646,152	37,344	15,601,289	44,876,148	78,905,980
Cleveland.....	1,149	13,645,018	10,063	4,539,065	16,861,357	27,049,012
Detroit.....	1,193	14,732,160	13,989	5,375,213	15,336,359	26,217,685
Jersey City.....	333	11,718,400	5,624	3,280,526	17,229,652	24,256,017
Louisville.....	801	11,129,291	11,589	4,464,640	10,369,556	20,364,650
Milwaukee.....	828	8,109,199	8,433	3,409,172	11,609,995	18,798,122
Newark.....	1,198	22,606,662	22,156	11,537,270	29,255,062	52,108,958
New Orleans.....	911	5,751,985	5,084	2,254,554	4,556,543	9,989,288
New York.....	7,624	129,952,262	129,577	63,824,049	178,696,939	332,951,520
Philadelphia.....	8,184	174,016,674	137,496	58,780,130	180,325,713	322,004,517
Providence.....	1,303	54,485,967	37,100	15,097,233	55,147,483	85,142,032
Pittsburgh.....	1,184	54,303,474	34,228	18,493,124	52,165,657	88,789,414
San Francisco.....	1,223	21,170,856	12,377	7,238,528	20,046,321	37,410,829
St. Louis.....	4,579	60,357,001	40,856	24,221,717	87,388,252	158,761,013
Washington.....	952	5,021,925	4,685	2,007,600	4,754,883	9,292,173

MANUFACTURING OF LEADING CITIES IN 1880.

CITY.	Number of Establishments.	Capital.	Average Number of Hands.	Wages.	Cost of Material.	Product.
Baltimore.....	3,596	\$35,760,108	55,201	\$14,467,825	\$46,488,244	\$75,621,388
Boston.....	3,521	32,750,134	56,813	23,715,140	77,586,607	123,366,137
Brooklyn.....	5,089	56,621,399	45,226	21,672,051	124,951,203	169,757,590
Buffalo.....	5,137	24,188,562	16,838	6,913,702	25,888,263	40,003,265
Chicago.....	3,479	64,177,335	77,601	33,795,486	174,244,364	244,045,007
Cincinnati.....	3,231	43,273,733	41,188	18,571,687	55,939,133	94,869,103
Cleveland.....	1,033	18,134,789	21,499	8,377,081	30,850,977	47,352,205
Detroit.....	875	14,202,159	15,162	5,811,426	17,143,490	28,333,580
Jersey City.....	555	11,329,915	10,688	4,347,034	49,320,099	50,581,141
Louisville.....	1,066	19,583,013	16,579	5,496,521	19,180,212	32,381,733
Milwaukee.....	821	13,811,405	19,620	6,005,487	26,462,740	38,955,238
Newark.....	1,299	23,910,115	29,232	12,809,011	42,940,817	66,234,525
New Orleans.....	906	8,401,390	9,449	3,658,152	10,475,022	18,341,006
New York.....	11,162	164,917,856	217,977	93,378,806	275,097,236	448,209,288
Philadelphia.....	8,377	170,495,191	173,869	60,606,287	187,169,375	304,501,725
Providence.....	1,186	23,593,932	21,336	8,903,729	21,376,467	39,596,653
Pittsburgh.....	1,071	50,976,902	36,465	16,918,426	41,201,998	76,241,884
San Francisco.....	2,860	29,417,246	26,072	13,595,010	44,537,430	71,613,385
St. Louis.....	2,886	45,385,785	39,724	16,714,917	68,154,990	104,383,587
Washington.....	961	5,381,226	7,116	3,897,126	5,234,611	11,611,115

CENSUS RETURNS OF ST. LOUIS PRODUCTIONS IN 1880.

MECHANICAL AND MANUFACTURING INDUSTRIES.	Number of Establishments.	Capital.	Greatest Number of Hands Employed at any one time during the Year.	Average Number of Hands Employed.			Total Amount Paid in Wages during the Year.	Materials.	Products.
				Males above 16 Years.	Females above 16 Years.	Children and Youths.			
All industries.....	2886	\$45,385,785	.....	32,080	4702	2942	\$16,714,917	\$68,154,990	\$104,383,587
Agricultural implements.....	7	\$434,000	600	443	.....	5	\$190,179	\$478,140	\$856,436
Artificial feathers and flowers.....	3	36,000	85	9	50	15	25,450	66,000	147,250
Awning and tents.....	9	127,200	259	47	165	5	51,850	249,185	388,940
Bagging, flax, hemp, and jute.....	3	370,000	551	149	161	76	150,216	545,900	867,395
Bags, paper.....	4	88,250	110	12	30	42	29,700	174,800	231,500
Baking- and yeast-powders.....	8	111,700	100	48	26	10	39,714	182,900	323,500
Baskets, rattan, and willow-ware.....	7	9,015	14	13	.....	.....	6,140	3,960	18,920
Blacksmithing.....	168	224,745	461	343	.....	6	188,954	201,598	616,909
Bookbinding.....	10	132,500	278	148	56	7	80,700	105,600	257,087
Boot and shoe uppers.....	3	12,000	14	13	.....	.....	7,052	17,400	29,200
Boots and shoes.....	184	679,630	1410	658	217	197	425,664	884,812	1,634,594
Boxes, cigar.....	6	57,550	97	51	22	11	34,100	47,700	105,600
Boxes, fancy and paper.....	6	21,500	155	27	44	19	23,300	45,800	91,200
Boxes, wooden, packing.....	11	40,600	98	80	.....	2	33,601	75,430	140,400
Brass castings.....	14	186,100	172	149	.....	8	70,087	395,275	570,450
Bread, crackers, and other bakery products.....	195	719,070	1215	614	57	68	312,913	1,672,843	2,575,350
Brick and tile.....	45	727,250	1235	787	.....	153	307,581	196,588	700,942
Brooms and brushes.....	25	95,175	328	117	2	110	83,349	149,770	281,280
Carpentering.....	185	361,840	2228	1098	.....	8	667,900	1,585,094	3,005,411
Carpets, rags.....	3	350	3	2	.....	.....	450	900	5,100
Carriage and wagon materials.....	3	126,000	203	189	.....	3	91,638	134,440	264,600
Carrriages and wagons.....	39	740,050	1300	1012	8	51	447,831	811,865	1,614,236
Cars, railroad, street, and repairs.....	7	314,200	704	601	.....	.....	291,384	782,460	1,100,800
Clothing, men's.....	100	1,351,335	3612	1191	1652	12	779,903	1,895,342	3,425,167
Clothing, women's.....	13	140,800	656	75	451	30	119,775	238,700	483,000
Coffee and spices, roasted and ground.....	6	230,000	119	90	2	4	41,840	391,500	568,000
Coffins, burial-cases, and undertakers' goods.....	5	30,500	33	23	4	.....	12,530	109,200	157,396
Confectionery.....	31	307,560	569	207	185	21	159,619	774,790	1,158,185
Cooperage.....	78	493,295	1217	860	.....	88	377,056	798,262	1,431,405
Coppersmithing.....	3	3,500	21	9	.....	.....	6,200	12,000	24,000
Cordage and twine.....	14	12,875	89	37	.....	40	16,423	33,250	67,864
Corsels.....	3	720	8	2	.....	.....	1,450	2,410	6,460
Cotton goods.....	3	625,500	444	110	171	163	86,325	318,156	453,295
Cutlery and edge tools.....	4	4,000	21	20	.....	.....	9,596	8,450	24,400
Dentistry, mechanical.....	9	6,900	9	5	.....	.....	4,184	6,700	33,400
Drugs and chemicals.....	15	696,000	317	216	57	28	123,940	665,365	1,166,743
Dyeing and cleaning.....	5	16,450	26	17	6	1	6,950	2,650	23,900
Electroplating.....	8	17,600	41	29	1	2	12,725	9,420	43,200
Engraving and die-sinking.....	7	9,675	20	14	.....	.....	7,165	10,750	30,000
Engraving, steel.....	10	72,100	53	47	2	3	25,050	62,500	120,900
Engraving, wood.....	3	12,200	25	22	.....	2	11,350	1,370	21,470
Files.....	6	38,900	46	35	.....	.....	17,142	7,870	34,300
Flouring- and grist-mill products.....	24	2,067,500	712	654	1	2	488,109	11,960,553	13,769,628
Food preparations.....	4	17,100	18	13	.....	.....	4,800	11,375	30,840
Fruits and vegetables, canned and preserved.....	3	31,500	47	38	.....	.....	11,614	54,912	123,250
Furniture.....	54	920,702	1315	1044	11	68	511,915	1,082,825	1,979,683
Glass.....	5	250,000	.....	395	.....	220	261,098	238,996	597,277
Glass, cut, stained, and ornamental.....	3	11,000	16	16	.....	.....	9,450	7,100	27,600
Gloves and mittens.....	3	13,000	83	29	35	4	18,000	19,000	46,000
Glue.....	5	34,350	64	24	.....	4	13,220	41,575	73,800
Grease and tallow.....	6	43,250	21	20	.....	.....	9,150	66,220	107,300
Hair-work.....	8	17,600	32	6	23	.....	7,375	19,350	40,700
Hardware.....	10	210,150	156	111	.....	1	51,321	102,256	188,862
Hats and caps.....	9	60,400	145	49	82	4	42,865	77,531	167,531
Ink.....	3	9,600	12	8	.....	.....	3,563	7,290	16,234
Instruments, professional and scientific.....	4	54,660	22	22	.....	.....	12,700	35,725	81,450
Iron and steel.....	10	5,960,600	2268	2158	.....	110	616,575	2,823,058	3,950,530
Iron bolts, nuts, washers, and rivets.....	4	235,000	178	123	.....	14	60,498	301,947	433,560
Iron castings.....	17	2,462,500	1876	1717	.....	20	1,054,424	1,589,415	3,526,815
Iron railings, wrought.....	6	23,400	48	34	.....	5	20,760	25,360	63,400
Iron-work, architectural and ornamental.....	4	34,000	84	44	.....	.....	17,850	31,860	67,610
Jewelry.....	8	52,900	66	55	.....	7	37,600	98,000	189,500
Labels and tags.....	3	10,300	18	12	.....	.....	7,868	10,910	25,500
Lamps and reflectors.....	7	291,600	205	139	.....	10	74,139	376,540	519,300
Leather, curried.....	7	59,250	50	40	.....	.....	16,595	240,797	282,417
Leather, tanned.....	17	123,450	120	82	3	7	39,191	299,963	390,963
Lightning-rods.....	3	54,000	17	16	.....	.....	7,250	14,491	39,292
Lime.....	4	64,500	49	33	.....	.....	13,800	32,925	63,200
Lithographing.....	5	71,500	122	94	6	17	51,265	83,344	214,989
Lock- and gun-smithing.....	17	5,325	18	18	.....	.....	8,514	4,970	24,714
Looking-glass and picture frames.....	19	323,900	280	120	1	22	80,251	102,825	268,682
Lumber, planed.....	9	272,350	418	355	2	22	152,600	502,742	756,936
Lumber, sawed.....	3	620,000	194	119	.....	.....	72,086	251,600	412,000
Machinery.....	45	889,713	1730	1524	.....	8	735,892	995,429	2,221,455
Marble- and stone-work.....	56	237,825	725	473	.....	18	237,207	245,707	707,721
Mattresses and spring-beds.....	8	21,750	90	50	10	10	24,934	75,436	135,300
Masonry, brick and stone.....	20	26,725	411	242	.....	.....	122,636	168,130	390,600

CENSUS RETURNS OF ST. LOUIS PRODUCTIONS IN 1880.—Continued.

MECHANICAL AND MANUFACTURING INDUSTRIES.	Number of Establishments.	Capital.	Greatest Number of Hands Employed at any one time during the Year.	Average Number of Hands Employed.			Total Amount Paid in Wages during the Year.	Materials.	Products.
				Males above 16 Years.	Females above 15 Years.	Children and Youths.			
Meat-packing.....	32	\$1,243,000	1095	564	.....	20	\$269,763	\$7,085,909	\$8,424,064
Mineral and soda waters.....	10	87,100	135	89	.....	5	39,846	48,000	173,000
Models and patterns.....	3	11,700	11	10	.....	.....	6,400	1,420	16,400
Musical instruments and materials, not specified.....	3	60,000	15	10	.....	1	5,350	8,775	28,250
Musical instruments, organs and materials.....	3	10,600	14	9	.....	.....	6,000	5,200	16,600
Musical instruments, pianos and materials.....	7	21,350	22	19	.....	.....	10,398	8,060	27,200
Oil, lard.....	3	96,000	29	25	.....	.....	13,950	505,750	539,000
Paints.....	15	1,688,350	608	522	10	4	250,532	2,196,480	2,870,860
Painting and paper-hanging.....	119	369,945	1416	863	15	18	393,932	549,654	1,255,552
Patent medicines and compounds.....	24	1,383,200	326	198	87	13	134,696	482,235	1,145,090
Photographing.....	25	86,050	95	59	18	6	43,190	48,950	170,094
Pickles, preserves, and sauces.....	3	48,200	167	58	25	25	41,999	134,200	211,200
Plastering.....	48	55,650	277	144	.....	.....	83,753	48,191	215,100
Plumbing and gas-fitting.....	61	115,775	368	239	.....	7	126,099	214,958	494,683
Printing and publishing.....	101	2,480,060	2541	1978	175	117	1,239,299	1,249,094	3,668,287
Pumps.....	9	529,850	143	109	.....	2	65,900	701,570	926,750
Refrigerators.....	3	23,700	117	86	.....	15	42,950	183,300	309,500
Roofing and roofing materials.....	5	58,700	102	75	.....	.....	48,000	81,900	177,800
Saddlery and harness.....	92	1,370,550	1477	1143	4	72	533,442	1,382,074	2,364,858
Sash, doors, and blinds.....	12	586,195	804	661	.....	43	275,321	669,871	1,191,670
Shirts.....	17	122,100	454	52	274	.....	84,416	127,100	278,700
Show-cases.....	4	23,000	86	74	4	1	28,499	11,750	89,100
Soap and candles.....	15	718,927	310	253	2	2	95,561	1,262,701	1,607,541
Stencils and brands.....	6	4,750	14	11	.....	2	5,925	5,565	21,425
Stone and earthenware.....	5	34,500	58	31	.....	10	16,090	19,985	46,430
Tin, copper, and sheet-iron ware.....	120	418,325	706	508	18	62	227,546	553,208	1,095,959
Tobacco, chewing, smoking, and snuff.....	21	1,146,200	1802	763	146	325	402,959	3,950,956	4,813,769
Tobacco, cigars.....	201	272,925	825	576	6	72	265,967	312,725	888,993
Trunks and valises.....	14	105,500	168	156	.....	8	73,125	205,775	340,560
Umbrellas and canes.....	4	1,400	6	3	.....	.....	1,020	1,150	4,370
Upholstering.....	18	209,025	80	48	4	6	20,850	62,100	148,727
Varnish.....	3	26,500	13	10	.....	.....	8,962	35,000	54,600
Vinegar.....	14	249,650	145	115	12	4	69,520	296,000	572,400
Watch and clock repairing.....	17	36,250	21	19	.....	1	9,367	13,175	39,740
Wheelwrighting.....	52	51,950	148	110	.....	3	47,598	42,632	140,121
Whips.....	4	1,260	12	12	.....	.....	4,639	8,960	17,414
Wine.....	3	380,000	31	30	.....	.....	18,830	52,000	131,000
Wire-work.....	8	470,500	690	597	4	76	277,670	704,300	1,251,510
Wood, turned and carved.....	18	28,725	51	42	.....	2	19,183	20,045	81,207
Miscellaneous industries ¹	80	5,458,388	3268	2324	326	233	1,145,190	8,756,728	11,729,196

¹ The eighty establishments classed as "miscellaneous industries" are grouped in order that the business of individual establishments may not be disclosed to the public. In this group are embraced artificial limbs; Babbitt-metal and solder; bags, other than paper; belting and hose; leather; billiard-tables and materials; bluing; bone, ivory, and lamp-black; bridges; carriages and sleds, children's; cordials and syrups; cork-cutting; explosives and fireworks; fertilizers; flavoring extracts; furniture; chairs; furs, dressed; iron-forgings; ice, patent process; jewelry and instrument cases; lard, refined; lead, bar, pipe, sheet, and shot; malt; mantels, slate, marble, and marbledize; oil, animal; oil, castor; oil, cotton-seed; oil, lubricating; paving materials; perfumery and cosmetics; photographic apparatus; plated and Britannia ware; regalias and society banners and emblems; safes, doors, and vaults, fire-proof; saws; silk and silk goods; silver-mithing; sporting goods; stamped-ware; stationery goods; steam-fittings and heating apparatus; stereotyping and electrotyping; sugar and molasses, refined; surgical appliances; tar and turpentine; telegraph and telephone apparatus; terra-cotta ware; toys and games; type-founding; upholstering materials; washing-machines and clothes-wringers; watch-cases; window-blinds and shades; wire; wooden-ware; woolen goods.

Information derived from the United States Census Bureau as late as December, 1882, gives the following as the proper figures in regard to the manufactures of St. Louis:

Number of establishments.....	2,922
Capital employed.....	\$50,672,885
Number of males employed above sixteen years of age.....	33,948
Number of females employed above fifteen years of age.....	4,761
Number of children and youths employed.....	3,079
Amount paid in wages.....	\$17,713,532
" for materials.....	75,068,467
Value of products.....	113,874,875

CHAPTER XXXI.
COMMERCIAL EXCHANGES.

Chamber of Commerce and Merchants' Exchange.—The first movement for the formation of a merchants' association in St. Louis was made in the summer of 1836, and the original organization was effected at a meeting of "merchants and traders," held at the office of the Missouri Insurance Company, on the 15th of July in that year. Edward Tracy was chairman, and Daniel Lamont acted as secretary. Preliminary meetings had already been held, and the record of the proceedings having been read, the committee appointed to draft a constitution and by-laws

reported through their chairman, George K. McGunnele. After the report had been read and considered it was unanimously adopted. The meeting then proceeded to the election of officers, and the following were chosen: President, Edward Tracy; Vice-President, Henry Von Phul; Secretary and Treasurer, John Ford; Annual Committee of Appeals, George K. McGunnele, William Glasgow, John W. Reel, J. P. Doan, John Walsh, Daniel Lamont; Committee for the month of July, E. H. Beebe, Wayman Crow, C. Doan, G. Erskine, W. Finney.

The association was styled the "St. Louis Chamber of Commerce," and its rules, as adopted at the first meeting, provided for the following fees and commissions:

"RULE 8. The fees of arbitration under the sanction of this Chamber shall be as follows:

For each award over \$100 to \$500.....	\$7.50
" " 500 to 1000.....	10.00
" " 1000 to 1500.....	15.00
" " 1500 to 2500.....	20.00
" " 2500.....	25.00

"Tariff of charges, etc., established by the Chamber of Commerce of the city of St. Louis, and recommended for general adoption when no agreement exists to the contrary:

Commissions.	Per cent.
On sales of merchandise or produce.....	5
On sales of lead.....	2½
On guarantee of sales on time.....	2½
For purchasing and shipping merchandise or produce, with funds on hand, on the aggregate cost and charges.....	2½
For accepting drafts or indorsing notes or bills of exchange, without funds, produce, or bills of lading in hand.....	2½
For cash advances, in all cases, even with produce or bills of lading (and interest from date).....	2½
For shipping to another market produce or merchandise upon which advances have been made.....	2½
For negotiating drafts or notes as drawer or indorser.....	2½
On sale or purchase of stocks.....	2½
On sale or purchase of hoats, without guarantee.....	2½
For procuring freight, on the amount of freight.....	5
For chartering boats.....	2½
For collecting freights or accounts.....	2½
For collecting delayed or litigated accounts.....	1
For collecting dividends on stocks.....	½
For adjusting insurance losses.....	2½
For receiving and remitting moneys from which no other remuneration is derived.....	1
For effecting insurance, when the premium amounts to forty dollars or less.....	\$2
For effecting insurance, when the premium exceeds forty dollars on the amount of premium.....	5
On outfits and disbursements.....	2½

"The above commissions to be exclusive of storage, brokerage, and every other charge actually incurred. The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, in all cases to be borne by the proprietors of the goods.

"Interest to be charged at the rate of ten per cent. per annum on all debts after maturity until paid.

Agency for Steamboats.	Per Trip.
Under 150 tons.....	\$10
Over 150 and less than 300 tons.....	20
Over 300 and less than 400.....	25
Over 400 and upwards.....	30"

The meetings continued to be held in the office of the Missouri Insurance Company until the membership had increased to such proportions that the accommodations became inadequate, whereupon the association removed to the building occupied by the *Missouri Republican*, on Main Street near Pine. In the following winter George K. McGunnele, one of the leading originators, obtained from the General Assembly of Missouri, of which he was a member, the following act of incorporation:

"Be it enacted by the General Assembly of the State of Missouri, as follows:

"SECTION 1. That the persons composing the association in the city of St. Louis styled the 'St. Louis Chamber of Commerce' are hereby created a body politic and corporate under the name of the 'St. Louis Chamber of Commerce,' and by that name may sue and be sued, implead and be impleaded, receive and hold property and effects, real and personal, by gift, or demise, or purchase, and dispose of the same by sale, lease, or otherwise; said property so held not to exceed at any one time the sum of twenty thousand dollars; may have a common seal, and alter the same from time to time, and make such rules, regulations, and by-laws as may be within the scope of their association and not contrary to the laws of the land.

"SEC. 2. That the rules and by-laws of the said association shall be the rules and by-laws of the corporation hereby created until the same shall be regularly repealed or altered, and that the present officers of said association shall be officers of the corporation hereby created until their respective offices shall regularly expire or be vacated.

"Approved, January 9, 1837."

In December, 1837, the following persons were the officers:

Edward Tracy, president; Henry Von Phul, vice-president; John Ford, secretary and treasurer; Committee of Appeals, William Glasgow, John W. Reel, T. L. Doan, Augustus Kerr, George K. McGunnele, George Collier; Monthly Committee on Arbitration for December, J. M. Corse, T. D. Fontaine, Alfred Tracy, Stephen Gore, James L. Lane.

On the 23d of December of the same year the proprietors of the *Republican* announced that,—

"At the solicitation of a large number of merchants and business men of the city, we have issued a prospectus for opening an exchange and news-room, which may be seen at all the principal book-stores, hotels, and in the hands of several gentlemen of the city. We contemplate opening the rooms in January next. Our arrangements for the receipt of papers, periodicals, magazines, etc., will not be complete by that time, but will be perfected as soon as the speed and regularity of the mails will admit. Our object is not revenue alone: we hope by this to benefit the community and extend the usefulness and circulation of our paper, and it now remains with the public to see whether they are willing to sustain such an institution. The exchange room will be opened to the public generally, and will be furnished as is usual to furnish such apartments. The reading-room will be supplied with all the principal newspapers of the United States, without regard to politics, and the principal standard literary reviews, magazines, and periodicals, properly arranged."

In February, 1838, the *Republican* added,—

“The exchange rooms will be free to the public at all times, except when occupied by the Chamber of Commerce. The reading-room will be open only to subscribers, or to such persons as they may introduce, not being resident of the city, to the transient officers of the United States and State governments, to the captains, clerks, and officers of steamboats, to the subscribers of the *Republican*, not residents of the city, and such persons as the proprietors may think proper to permit. Merchants will be at liberty to introduce their clerks, and mechanics their apprentices; keepers of hotels and boarding-houses, who may become subscribers, will be permitted to introduce their transient guests. The price has been established at \$10 for a single subscriber, \$15 for a firm of two persons, and \$20 for a firm of three or more, payable half-yearly in advance. No subscription will be received for less than a year.

“We have received the following flattering notice from the Chamber of Commerce :

“CHAMBER OF COMMERCE,
“ST. LOUIS, JAN. 5, 1838.

“At a meeting of the members of the St. Louis Chamber of Commerce, held on the 28th ult., the following resolution was adopted and ordered to be published :

“Resolved, That this Chamber, purporting to represent the mercantile and trading interests of this community, cordially recommend to the individuals composing this body to give their hearty co-operation in carrying out the views of Messrs. Chambers, Evans & Knapp in establishing a “Merchants’ Exchange and News-Room,” and that this body also respectfully recommend to their fellow-citizens generally, who are not members of this Chamber, to lend their moral and pecuniary aid in carrying the plan of the proprietors into complete effect.

“By order of the Chamber,
“JOHN FORD, Sec.”

On the 1st of January, 1839, the annual election of the Chamber of Commerce was held at the office of the St. Louis Perpetual Insurance Company, and the following officers were elected: Edward Tracy, president; Henry Von Phul, vice-president; John Ford, treasurer and secretary; William Glasgow, John W. Reel, T. P. Doan, Augustus Kerr, George K. McGunnege, and George Collier, committee of appeals; Charles P. Billon, Joseph Charless, John D. Daggett, John H. Gay, and William Hempstead, monthly committee on arbitration for January.

The first proposition for the erection of a Merchants’ Exchange building was made by a writer in the *St. Louis Bulletin* of Oct. 5, 1838, who suggested that the erection of such a building might be effected by a union of the insurance companies. No action seems to have been taken in the matter, although the *Republican* of November 2d stated that the proposition had been “favorably responded to by a majority of those interested.” The meetings of the Chamber were held for some time in the *Republican* building, and afterwards in the basement of the Unitarian Church, at the northwest corner of Pine and Fourth Streets. The Merchants’ News-Room, in October,

1838, was situated at No. 45 Main Street, immediately under the *Republican* office, and it was announced (October 17th) that “for the remainder of the season the Exchange and News-Room will be regularly lighted from sundown until between nine and ten o’clock.” The germ of the present exchange system was developed in the fall of this year by a suggestion in the *Evening Gazette*, which was indorsed in the *Republican* of October 23d, to the effect that the merchants should assemble at regular hours for the transaction of any business that they might have with one another. “We think the idea a good one,” remarked the *Republican*. “If a certain hour is established for ‘Change, say twelve or one o’clock in the day, every merchant having business to do with another would know where and when he could be found.” The officers of the Chamber of Commerce in February, 1839, were Edward Tracy, president; Henry Von Phul, vice-president; Daniel Hough, secretary and treasurer; William Glasgow, George Collier, Augustus Herr, J. P. Doan, George K. McGunnege, John Walsh, committee of appeals; Committee of Arbitration for February, Charles F. Henry, John Lee, N. E. Janney, A. Mieur, A. Ricketson.

The subject of erecting an Exchange building was revived in the spring of 1839, and on the 22d of April a meeting was held at the Merchants’ Exchange and News-Room for the purpose of taking formal action in the premises. On motion of Col. René Paul, the meeting was organized by the appointment of Henry S. Coxe as president, and William G. Pettus as secretary.

The object of the meeting having been explained by Col. René Paul and A. B. Chambers, the following resolutions were submitted by Mr. Chambers, and, after two slight amendments had been agreed to, were unanimously adopted :

“1. Resolved, That it is the opinion of this meeting that an Exchange building should be erected in this city, and that the business of the city and its commerce require the immediate commencement of the work.

“2. Resolved, That we approve of the plan submitted to the consideration of this meeting of a union of the city authorities, insurance companies, brokers, societies, and individuals in the erection of this building, and earnestly commend the same to the consideration of the mayor and City Council and of the citizens generally.

“3. Resolved, That a committee of persons be appointed to prepare a report of the plan submitted, or any other plan, with such additions and illustrations as may contribute to a perfect understanding of the same, and that they cause the same to be printed, with the charter of the Exchange Company, and submitted to the consideration of the persons, companies, and societies embraced in this plan, and request their early action upon it.

"4. *Resolved*, That the city authorities, the insurance companies, other societies, brokers, and individuals be respectfully requested to confer with the committee appointed by this meeting, and signify to them their decision upon the plan which shall be submitted.

"5. *Resolved*, That whenever the committee appointed by this meeting shall have ascertained that a sufficient amount of stock will be taken to secure the erection and completion of the building, they shall request the commissioners named in the charter of the Exchange Company to open the books for the stock of the same."

On motion of John D. Daggett, the blank in the third resolution was filled with "seven," and it was decided that the president appoint the committee.

The president appointed the following gentlemen on the committee, viz.: John D. Daggett, René Paul, Nathaniel Paschall, Adam B. Chambers, John B. Camden, William Glasgow, and Edward Tracy.

In 1840, Edward Tracy, who had been president of the Chamber from its organization, prompted by a nice sense of mercantile honor, arising from the fact that he was then involved in mercantile embarrassments, resigned. The members declined to accept his resignation, but Mr. Tracy having refused to withdraw it, Henry Von Phul, who had been vice-president from the beginning, was chosen by acclamation. He declined, however, to serve, and Wayman Crow was elected, serving from 1841 to October, 1849, with George K. McGunnege as vice-president. During Mr. Crow's term of office the secretaries were Daniel Hough, F. L. Ridgely, and Edward Barry. In September, 1842, the officers were Wayman Crow, president; George K. McGunnege, vice-president; F. L. Ridgely, secretary and treasurer; Committee of Appeals for 1842, John D. Daggett, N. E. January, H. L. Hoffman, John Stagg, George K. Budd, William Glasgow; Committee of Arbitration for September, Benjamin Clapp, C. F. Hendry, A. Kerr, J. G. Lindell, and Joseph S. Pease.

The officers in May, 1844, were Wayman Crow, president; G. K. McGunnege, vice-president; F. L. Ridgely, secretary and treasurer; Committee of Appeals for 1844, George K. Budd, Edward Brooks, Henry Von Phul, J. S. Thompson, John Simonds, P. G. Camden; Committee of Arbitration for May, J. C. Abbott, W. G. Haun, A. Meier, Charles I. Tucker, Charles T. Wheeler.

The project for the erection of an Exchange building appears to have lain dormant until July, 1847, on the 21st of which month it was announced that "two gentlemen of the city" had purchased "the property owned by the Baptist Society at the corner of Chestnut and Third Streets, with the intention of erecting an Exchange building upon it." The ground extended seventy feet upon Third Street and ninety upon Chest-

nut. On the 3d of January, 1848, books were opened for subscriptions to the capital stock of a company then about to be organized for the erection of an Exchange, and on the 20th of May following the fact was noted that the proposition had progressed so far that a lot on Fifth Street, "in the central part of the city," had been secured, and subscriptions to the stock were "rapidly filling up."

In the spring of 1848 an Exchange was established in connection with the Chamber of Commerce, where merchants met regularly to interchange views and transact business. The enterprise met with general support and favor, a very large proportion of the business men subscribing to it. Rooms were secured on the northeast corner of Main and Olive Streets, upstairs, and fitted up for the purposes of the Exchange. Edward Barry was appointed secretary, and the rooms were supplied with newspapers, price-currents, etc., and telegraphic dispatches giving the state of the market up to twelve o'clock noon in all the Atlantic and Southern cities. The subscription price was ten dollars per annum, and subscribers possessed the privilege of introducing strangers and non-residents into the Exchange and reading-rooms. On the 14th of May, 1849, it was announced that another effort was about to be made for the organization of a Merchants' Exchange. At a special meeting of the Chamber of Commerce held on the 11th of September, 1849, George K. McGunnege, vice-president, stated that it had been called to take into consideration the establishment of a Merchants' Exchange and the procuring of rooms which would answer that purpose for the present, with the ulterior view of erecting an edifice suitable to the object. After some discussion the matter was referred to a committee, of which James E. Yeatman was chairman. On the 17th of September the committee reported that it was impracticable at that time to build a Merchants' Exchange, and recommended the leasing of the second floor of the building owned by Mr. Charless, next door to the corner of Main and Olive Streets. The report was adopted, and a committee appointed for the purpose of establishing a Merchants' Exchange. On the 27th of December following it was announced that the rooms intended for the use of the Chamber of Commerce and of the merchants generally had been completed. They were located in the second story of the building occupied by Charless & Blow. A meeting of merchants and other subscribers to the new Exchange was held in their new rooms on the 2d of January, 1850, and the rules prescribing the terms of membership and the various committees and for the regulation of business were adopted. A resolution was also adopted

that the Exchange be regularly opened at the hour of eleven o'clock on Monday, January 7th, and that the 'Change hour be from eleven to twelve o'clock every day, except Sundays and holidays.

Nearly two hundred of the principal merchants of the city were members of the Exchange and Reading-Room, at an annual contribution sufficient to cover the expenses of the establishment. A secretary and clerk were employed, whose duty it was to keep an accurate record of the state of the market in St. Louis and other important cities, procure the latest accounts of sales and other information calculated to influence commercial transactions, obtain telegraphic dispatches, and keep at all times, as far as practicable, tables of the state of the supply and demand in leading articles of the St. Louis market.

This intelligence was kept in appropriate books, but was only open to the inspection of members. All persons were admitted to the Exchange room, but no resident of the city, engaged in mercantile pursuits, and not a member of the association, was permitted to buy or sell produce or merchandise at the Exchange, or avail himself of the information which was collected for the use of members. Non-residents of the city might be introduced by any member, and when so introduced had free access to the privileges of the Exchange and Reading-Room for a limited time. Others not resident might also purchase any produce or merchandise offered for sale, but might not be sellers. Manufacturers and mechanics might sell their commodities without the necessity of membership. Any person of any profession or pursuit, of respectable standing, could become a member by subscribing and paying the annual charge for its support, and auctioneers at a small charge obtained the privilege of selling stocks and real estate in the Exchange, except during the 'Change hour.

The Merchants' Exchange and Reading-Room were open to members at all times (Sundays and holidays excepted) from seven o'clock A.M. to eight o'clock P.M. in summer, and from eight o'clock A.M. to nine o'clock P.M. in winter, commencing the 1st of October and ending the 1st of March.

The commercial year was considered to commence on the 1st of September, and end on the 31st of August following.

The Merchants' Exchange, though closely allied with the Chamber of Commerce and conducted in conjunction with it, was a distinct organization. The Chamber of Commerce controlled the affairs of both associations, and its members were known as the "voting members." The Merchants' Exchange was composed of persons who simply had the right to

transact business in the Exchange rooms, without a vote in the government.

In the mean time the millers of St. Louis had organized an Exchange of their own. Previous to this action, being continually in the market, they had to go on the Levee and sample all the piles of wheat they might find, and then wait an indefinite time for the sellers to make their appearance, some of whom might be there ready to sell by ten o'clock, others not before four o'clock in the afternoon. Thus the millers were from day to day from four to six hours exposed the year round to all kinds of weather and the intolerable dust or mud. Having suffered from exposure on the Levee in previous years, James Waugh and T. A. Buckland determined in February, 1849, to call a meeting of all the millers, in order to remedy the inconvenience and exposure in transacting their business. With that in view they wrote a request to each miller in the city to meet at C. L. Tucker's office. Theodore Papin, being present, agreed to deliver the notices, and on the day appointed for the meeting they were greeted with the presence of nearly all the mill-owners in the city, among them the following: Gabriel S. Chouteau, Joseph C. Shands, John Walsh, — Robinson, Joseph Powell, Mr. Tibbits, Dennis Marks, George P. Plant, Henry Whittemore, Alphonso Smith, T. A. Buckland, C. L. Tucker, Henry Pilkington, James Waugh.

T. A. Buckland was called upon to state the object of the meeting, after which those present organized the Millers' Association by electing the following directors: Gabriel S. Chouteau, John Walsh, Joseph Powell, C. L. Tucker, Dennis Marks, Mr. Tibbits, T. A. Buckland, and James Waugh, with Joseph Powell president, and C. L. Tucker secretary. The board was then called together by the president, and after consultation the following committee was appointed: Messrs. Powell, Marks, and Buckland, with instructions to rent rooms and procure the necessary tables and other furniture. As soon as the rooms were ready the merchants were invited to bring to them samples of any produce they might have for sale. Thus about the 1st of March, 1849, the Millers' Exchange was opened over Nos. 9 and 11 Locust Street, and is said to have been the first Exchange established in the United States for the buying and selling of produce. It continued for two years, during which time nearly all the produce seeking a market in St. Louis was offered for sale. When the merchants established a general Exchange, and for that purpose rented rooms adjoining the corner of Main and Olive Streets, the millers were invited to join them. In response the millers appointed Messrs. Marks, Tibbits, and Buck-

land to confer with the officers of the Merchants' Exchange, and at the conference it was agreed that the secretary of the Millers' should be the assistant secretary of the Merchants' Exchange, with which arrangement the Millers' and Merchants' Exchanges were united.¹

In March, 1851, the following officers of the Chamber of Commerce were elected: President, William M. Morrison; Vice-Presidents, Alfred Vinton, David Tatum; Secretary and Treasurer, Edward Barry; Committee of Appeals, T. H. Larkin, J. J. Roe, Adolphus Meier, J. D. Osborne, Dennis Marks, George Partridge, P. R. McCreery, R. M. Henning, Neree Vallé, J. H. Alexander, E. M. Ryland, H. T. Chiles; Committee of Arbitration for March, John C. Bull, R. M. Funkhouser, J. T. Chappell, Alonzo Child, Solon Humphreys, James W. Finley, Henry Ames, N. Ranney, Morris Collins, Robert Barth, J. D. Houseman, A. W. Fagin, Henry Whittemore.

In December, 1852, the following gentlemen were appointed by the president of the Chamber of Commerce as delegates to the "Commercial Convention" held in Baltimore on the 18th of that month: Joseph Stettinius, P. Herman, W. H. Barksdale, James A. Bryan, T. J. Homer, William Bennett, Taylor Blow, O. Wales, Thomas M. Taylor, J. D. Houseman, E. W. Blatchford, A. J. McCreery, James Christy, W. Ballentine, E. Livermore, John Knapp, William Low, W. S. Gilman, R. K. Woods, Henry White.

The project of erecting a building for the Chamber of Commerce and Exchange was again revived in 1855, and with better success than had attended the previous efforts in this direction. On the 13th of September of that year, on motion of Hon. Henry T. Blow, a committee, consisting of Henry T. Blow, R. J. Lackland, Charles P. Chouteau, A. F. Shapleigh, and Thomas E. Tutt, was appointed to procure a charter for an Exchange Building Company, to solicit proposals for a suitable lot, and to procure plans for a building for an Exchange. On the 15th of November, 1855, Edward J. Gay and Robert Barth, on the

part of and representing the owners of property on the east side of Main Street, between Market and Walnut Streets, submitted a proposition for the erection of a building on the site named, fronting one hundred and twenty-three feet on Main Street, the second story to be appropriated exclusively for the use of a Merchants' Exchange hall, at a rental of two thousand five hundred dollars per annum for ten years, and at a meeting held on the 24th of November, 1855, the president of the Chamber of Commerce was instructed to enter into a lease of the premises offered by Messrs. Gay and Barth. At a meeting of the stockholders "who have engaged in a building for a Merchants' Exchange on the ground recently occupied by the Centre Market," which was held Jan. 5, 1856, the following trustees were chosen: James H. Lucas, George R. Taylor, Louis C. Garnier, Edward J. Gay, Neree Vallé, Felix Coste, and Lawrason Riggs.

A resolution was also passed that the trustees proceed immediately to consummate the agreement entered into with the Chamber of Commerce for the leasing of the second story of the new building.

On the 25th of February the stockholders held another meeting, at which the plans for the building were presented for approval. The following committee to solicit additional subscriptions was appointed: G. W. Dreyer, Isaac S. Smyth, T. A. Buckland, Joseph E. Elder, Adolphus Meier, Robert Campbell, Samuel Bonner, John C. Powell, S. B. Wiggins, John Kern, Adolphe Paul, J. G. Shelton, and Joseph C. Barlow. The committee organized by the election of Adolphus Meier as chairman.

The work was prosecuted successfully, and the construction of the proposed Exchange begun. At a meeting of the stockholders held on the 9th of March, 1857, on motion of Col. Robert Campbell, Adolphus Meier was called to the chair, and John E. Yore appointed secretary. The chairman explained the objects of the meeting to be to receive the report of the trustees of their transactions for the past year, to receive and approve the charter granted by the Legislature to the company, and to elect a board of seven trustees to serve for the ensuing year. The reports of the president and secretary were then read, and on motion of Samuel B. Wiggins were adopted. The charter for the St. Louis Merchants' Exchange Company was then read, and on motion of Mr. Lucas it was resolved that the said charter be approved and accepted, and that the stockholders of the company signify their acceptance of the same by signing their names to it. The meeting then proceeded to the election of seven trustees to serve for the ensuing year. Messrs. George Knapp and Taylor Blow were

¹ In his address at the opening of the new Exchange, Dec. 21, 1875, Mr. Wayman Crow, second president of the Chamber of Commerce, said, "The Chamber rented the commodious room adjoining the St. Louis Insurance Company on Main Street, where they established a daily reading- and assembly-room with convenient arrangements. Subsequently they invited the Millers' Exchange, which had just organized, to unite with them and bring samples of grain, flour, etc., 'on 'Change,'—an important step of progress, for, if I am not mistaken, this was the pioneer Corn Exchange in this country, our Chamber taking the lead in thus bringing together the buyers and the sellers with their samples for the purpose of facilitating their daily intercourse and trade."

appointed tellers. The votes having been counted, the following gentlemen were declared elected as trustees: James H. Lucas, George R. Taylor, Louis C. Garnier, Nereé Vallé, Lawrason Riggs, Felix Coste, and Edward J. Gay.

The first annual report of the trustees to the stockholders was as follows:

"The contract for the entire building was awarded to Messrs. Barnett & Weber, at the sum of sixty-four thousand five hundred dollars, and the contract carefully guarded as to the time for its completion and security for its faithful performance.

"The building was to have been completed and ready for delivery on the first day of last December, but it is regarded as a fortunate circumstance that it had not progressed as rapidly as the contract required, for it is well known to the association that the conflagration on the 19th of November last entirely destroyed that imposing structure known as the City Buildings, immediately in the rear of the Exchange; and there can be but little doubt but that the Exchange building would have shared a similar fate, even if it had progressed so far as to be ready for the roofing.

"The trustees, as soon as they had fixed upon a plan and made selection of a design, secured the services of Mr. Oliver A. Hart, architect and superintendent, who was employed to revise the specifications for the entire structure and superintend the building from its foundation to its entire completion.

"The building has been progressing under the personal supervision of Messrs. Garnier, Coste, and Taylor, constituting the building committee, who, together with Mr. Hart, it is believed, have supervised the entire construction from its excavation to the present time.

"The building is on an entire rock foundation, care having been observed in going down to the solid rock in all places where it was not reached according to the excavation made for the cellars, and in this connection it is believed to be a most substantial job of rubble masonry, as the utmost care was observed by Messrs. McFadden & Lynch, the contractors, whose names alone are a sufficient guarantee that the work has been faithfully done. The outer walls on Main and Commercial Streets, constructed of brick and stone, are two and a half feet in thickness from the top of the lintels to the bottom of the two massive trusses, and from thence up to the cornice one and a half feet in thickness.

"The gross amount of subscriptions, both in money and kind, amount to the sum of eighty-seven thousand two hundred dollars, and the subscriptions in kind or property have all been advantageously used in the contracts for the building.

"The lease from the association to the Chamber of Commerce of the second story for the term of ten years, has been executed by both parties, and it is most confidently believed that the whole building will be finished complete between the 1st and 15th of the ensuing May; the stores, however, will be ready by the 10th of April."

The ground for the building was broken on the 1st of March, 1856. The erection of the structure was pushed rapidly forward, and business "on 'Change" was transacted for the first time in the new hall on June 8, 1857. The edifice was of the Venetian style of architecture. The front was of the "Allen stone," and the main and partition walls were of brick. The space occupied on Main Street was one

hundred and twenty-three feet, the building running back eighty-six feet to Commercial Street. On the main floor were four stores, each having a front of twenty-seven feet in the clear by eighty-five feet deep and fourteen high. Three of these stores were leased as follows as soon as finished: One to the Franklin Savings and Insurance Company, one to Peter Ames for a wine and liquor store, and the other to the Merchants' and Manufacturers' Savings Institution.

The Exchange Hall was one hundred and one feet in length and eighty feet in depth. The extreme height to the apex of the dome was sixty-three feet, and the galleries twenty-six feet. The panels of the dome were beautifully decorated in fresco by the artist, L. D. Pomerode, with paintings representing the four quarters of the globe, and the hall was well lighted by ample windows and by a skylight in the dome. Connected with the main hall was a room for the use of the secretary of the association. The south end of the hall was fitted up as a reading-room, elevated about seventeen feet above the main floor, and reached by a circular iron staircase. The room was eighteen feet by eighty, supported by eight Corinthian columns, and inclosed by a second tier of columns and tasteful iron railings. This reading-room was exposed and visible from the main floor.

The third story of the building was devoted to offices, twenty-two in number, arranged so as to form a square around the basin of the rotunda, with a gallery four feet wide, protected by an iron railing running around the entire square.

The exterior of the building was of a handsome and imposing character, the stone used being a finely grained and shaded limestone from the quarry near Allentown, on the Pacific Railroad. The building was three stories high, and the north and south entrances had projecting porticoes, supported by fluted and carved Corinthian columns with bold moulded capitals, and an entablature surmounted by a large carved work, in the centre of which was a medallion with the device or coat of arms of the Chamber of Commerce.

At the time of its erection the structure was one of the handsomest and most imposing of its kind in the country.¹

About eleven o'clock on the day of its formal occupation by the Exchange the visitors began to assemble, and in less than an hour the hall was thronged almost to its capacity. Considerable business was transacted, but calls were made for a speech from

¹ Among those especially prominent in aiding the erection of the building were James H. Lucas and George R. Taylor.

Henry Ames, president of the Chamber of Commerce. That gentleman declined making any remarks, but taking the stand, offered the following sentiments :

"St. Louis has long been married to New York and Boston: the Western people have now adopted the Utah principle and taken Baltimore into the alliance."

Judge Z. Collins Lee, of Baltimore, then took the stand, in answer to a generally expressed desire, and compared the past of St. Louis with her then present greatness. From this time the Chamber of Commerce held its meetings in the new building.

A movement was set on foot in June, 1860, for the removal of the Exchange to other quarters in a new building then about to be commenced by F. P. Blair, Thomas C. Reynolds, and Thomas Walsh, on Third Street, south of the post-office, but nothing came of it.

Dissensions, engendered by political excitement, arose among the members of the Chamber of Commerce during the early period of the civil war, and culminated at the annual election on the 8th of January, 1862. A contemporary version of the affair gives the following particulars :¹

"The annual election of officers for the Chamber of Commerce took place yesterday and resulted, unhappily, in an unfriendly division of the members, the withdrawal of part of them, and a movement to establish a new Chamber, which movement was half consummated in the excitement of the moment. It has heretofore been customary, during the two or three weeks immediately preceding an election, to fix upon proper persons as candidates, nominate them at a preliminary meeting, and elect them with but nominal opposition when the day for balloting came on. This season the offices of president, vice-president, and committee-men were unsought for. Several gentlemen who were solicited to become candidates declined, and the usual primary mode of nominating was, we believe, dispensed with altogether. Still a full ticket was offered by general consent to the Chamber voters, and bid fair to be elected without regular opposition. It bore the heading 'Commercial Ticket,' and contained the following names :

"For president, Henry J. Moore; for vice-presidents, Carlos S. Greeley, Aaron W. Fagin; for flour inspectors, William Stobie, James L. Benson; for committee of appeals, J. W. Booth, Thomas Richeson, Natban Cole, George D. Hall, Gilbert Pryor, F. A. Reuss, Alexander H. Smith, Henry A. Homeyer, E. O. Stanard, Isaac V. W. Dutcher, Robert G. Greer, Sylvester H. Laffin.

"The office of secretary, which pays a liberal salary, was the only one which invited or promised a contest. Mr. W. B. Baker, who has been the incumbent for several years, was placed upon the commercial ticket for re-election. It became evident some weeks ago that he would meet a determined opposition, and friends and opponents of this gentleman set themselves to work actively, *pro* and *con*, in the canvass. His friends said his defeat was sought on political grounds, and that he was to be forced from office because he was a Union man. His opponents, on the contrary, claimed to base their objections on personal grounds, said they had solicited Union men to run for the secretaryship, and that they would support

any one in opposition, laying all political considerations aside. Many of the friends of Mr. Baker, however, viewed these professions with distrust, and determined to rally in his behalf, the other party having found a candidate in the person of R. H. Davis.

"The old plan of making new members on election-day to secure additional votes was called into requisition in this instance. A list of eighty new names was offered for membership, and composed, says rumor, of friends of Baker. The opposite party had not been industrious in preparing a list of their own, and defeat or victory hung upon the exclusion or admission of these candidates. To save themselves they had, of course, to accomplish their exclusion. Under an old standing rule of the Chamber, which requires but five adverse votes to 'black-ball' a candidate, this was easily done. The names were offered *en masse*, and rejected *en masse*. Upon this rejection the supporters of Mr. Baker felt that the day was against them and gave up the contest. Capt. Moore withdrew as a candidate for president, and the friends of the commercial ticket generally declined to vote and retired from the hall. A portion met in the secretary's room, and with S. M. Edgell in the chair, resolved to take steps towards establishing a new Exchange, the chairman being authorized to appoint a committee to report at a future meeting on the subject.

"Those who remained in the ball completed the election, and voted for an irregular ticket, which was chosen as follows :

"President, Albert Pearce; First Vice-President, William Matthews; Second Vice-President, Edgar Ames; Secretary and Treasurer, R. H. Davis.

"Committee of Appeals, T. H. Larkin, N. Schaffer, T. Betts, John Tolle, H. McKittrick, John F. Baker, J. Jackson, W. S. Moffett, Willis J. Powell, T. Ferguson, J. W. Booth, Samuel Johnson, Jr.

"Flour Inspectors, W. Stobie, Joseph Powell, J. L. Benson.

"It was rumored last evening that Messrs. Pearce, Ames, and one or two others of those elected had declined to accept, but we hear that they consider the best means of preserving the Chamber of Commerce and the excellent mercantile organization of St. Louis will be best assured by their acceptance. We think it is likely that they will retain the places to which they have been invited. The leading members of the ticket-elect, we may say, are Union men of the strongest cast, but this fact we cite merely to prove that politics played a less conspicuous part in the Chamber election of yesterday than many of the members themselves would have believed. Mr. Pearce, the new president, is the present head of the old and important house of Hening & Woodruff, and possesses the mercantile experience and elements of general character necessary to fill the office with credit to himself and the Chamber of Commerce."

At the meeting of the "bolting" members, Stephen M. Edgell was called to the chair as president, and Clinton B. Fisk was chosen secretary.

The president was instructed to appoint a committee of five persons, whose duty it should be to report at a subsequent meeting a plan of organization of "The Union Merchants' Exchange of St. Louis," and to make inquiry for suitable rooms for the accommodation of the organization, and report location and terms of lease. The meeting adjourned to meet at the call of the president and committee.

On the 11th of January the secretary issued the following :

¹ Missouri Republican, Jan. 9, 1862.

"ELECTION NOTICE.—The Union Merchants' Exchange of St. Louis will elect permanent officers for the year 1862 on Saturday, the 11th inst., at twelve o'clock noon. The secretary will be at the rooms of the Exchange, corner of Main and Elm Streets, at ten o'clock this (Saturday) morning to receive names and fees for membership. Parties engaged in mercantile or manufacturing pursuits, hanks, bankers, and insurance companies are invited to an examination of the proceedings of the Union Merchants' Exchange as published in this paper this morning, and to membership in the Union Exchange.

"CLINTON B. FISK, *Secretary.*"

"The Union Merchants' Exchange convened for the transaction of business this day under the United States flag at their temporary rooms, corner of Main and Elm Streets. The committee on permanent organization, through Thomas Richeson, made report as follows:

"Gentlemen,—Your committee would suggest to this meeting the following as the necessary steps to be taken for the permanent organization of the Union Merchants' Exchange of St. Louis:

"1st. That all good loyal Union men of the city of St. Louis engaged in mercantile or manufacturing pursuits, who desire to become members of the Union Exchange, he and they are hereby requested to come forward and signify their intention by giving their names to the secretary of this meeting.

"2d. That this body will proceed to the permanent organization of the Union Merchants' Exchange of St. Louis by the election of permanent officers for the ensuing year at twelve o'clock noon on Saturday, the 11th inst., and that each member be required to pay the sum of ten dollars to the secretary *pro tem.* before casting his vote.

"3d. That the president appoint a committee of five persons, whose duty it shall be to prepare suitable rules and regulations for the government of this Exchange.

"4th. That your present committee be continued for the purpose of procuring rooms for the permanent occupancy of this Exchange."

"The report of the committee was received and adopted by acclamation.

"James Archer tendered to the Exchange a 'flag of the Union,' to be displayed from the rooms on Saturday, the 11th inst.

"H. M. Woodward proposed to place an iron safe in the rooms free of rent.

"The meeting passed a vote of thanks to Messrs. J. H. Lucas, L. W. Patchen & Co., Teichman & Co., Wattenberg, Bush & Co., James Archer, and H. M. Woodward for their generous courtesies to this body.

"Parties desiring membership in the Union Merchants' Exchange were then invited to make application to the secretary.

"One hundred and fifty firms enrolled their names, when the Exchange adjourned to meet at eleven o'clock on Saturday, the 11th inst.; election of permanent officers to take place at twelve o'clock.

"Judges of Election, Clinton B. Fisk, Alexander H. Smith, and Henry S. Reed.

"The secretary will be present at the Union Exchange Rooms at ten o'clock Saturday morning to receive additional names and fees for membership. List of members will be published in the city papers of Monday morning, Jan. 13, 1862.

"S. M. EDGELL, *President.*

"CLINTON B. FISK, *Secretary.*"

In its issue of January 11th the *Republican* said,—

"So far as we can understand, the differences which have taken place between the merchants and business men who have

heretofore met at the Merchants' Exchange remain unadjusted, the committees in their meetings for that purpose having manifested very little disposition to meet each other on reasonable terms. This is to be regretted on several accounts. It not only tends to break up an association which has been the pride of the city, and to which all have looked for aid and counsel in times of difficulty, but it is likely to be productive of bad feeling, and to interrupt the transaction of business of every kind. It may well be doubted whether the feud can stop here, for there are traces of a disposition already visible to carry it into social life, and make it the cause of unpleasant differences between men who have been friends for years. Can it be possible that there is not good sense and kind feeling enough among the men who have been, perhaps by accident, made prominent actors in this affair to put a stop to action likely to lead to these results?

"From the papers published below it will be seen that all the officers elected by the Chamber of Commerce on Wednesday have resigned their places; that the president (Mr. January) and one of the vice-presidents, Mr. W. Matthews, have also resigned, leaving the other vice-president (Mr. Pottle), under a former election, the only officer of the association. This has been done, as we understand it, to give an opportunity to the members of the Chamber of Commerce to begin the work of organization anew, to retrace their steps, and to enable them to select officers who will be acceptable to the great majority of the members. If errors have been committed, if political tests have been made by any one, a matter about which we have not the evidence upon which to form a correct judgment, if it be deemed essential to continue the existence of the association, and this is admitted, the resignation of all the officers ought to be regarded as highly honorable, and as the best mode of restoring harmony to the Chamber. Whatever else may be done, the action of these gentlemen cannot fail to meet the approval of the thinking and conservative portion of the members of the Chamber of Commerce.

"St. Louis, Jan. 10, 1862.

"To D. A. JANUARY, *President Chamber of Commerce:*

"Sir,—The undersigned, elected by the Chamber of Commerce on the 8th inst. to the offices of president, vice-president, and secretary, respectfully decline to fill said offices.

"ALBERT PEARCE.

"WILLIAM MATTHEWS.

"EDGAR AMES.

"R. H. DAVIS."

"St. Louis, Jan. 10, 1862.

"To THE SECRETARY CHAMBER OF COMMERCE, *St. Louis:*

"Sir,—The undersigned, president and first vice-president of the Chamber, respectfully tender the resignation of these offices.

"D. A. JANUARY, *President.*

"WILLIAM MATTHEWS, *First Vice-Prest.*"

"St. Louis, Jan. 10, 1862.

"To D. A. JANUARY, *President Chamber of Commerce:*

"Sir,—The undersigned, elected by the Chamber of Commerce on the 8th inst. as the committee of appeals to serve for the ensuing year, respectfully decline to serve.

"THOMAS H. LARKIN. THEO. BETTS.

"J. F. BAKER. JOHN F. TOLLE.

"W. S. MOFFETT. THOMAS FERGUSON.

"JAMES W. BOOTH. H. MCKITTRICK.

"SAMUEL JOHNSON, JR. WILLIS J. POWELL.

"J. JACKSON. N. SCHAEFFER."

The breach in the organization seems to have had its origin in the political differences and animosities of

its members, and the election of the secretary was the excuse rather than the cause of the division.¹

Strenuous efforts were made to heal the breach, but without avail. Among these was the appointment by the Chamber of Commerce of Messrs. Francis Whittaker, J. J. Roe, Edgar Ames, William Matthews, and N. Wall as a committee to confer with the seceding members. A similar committee was appointed by the Union Exchange and a conference held, but no compromise was effected.

The two committees subsequently held another meeting, at which the following paper was presented by the committee of the regular organization to the Union committee:

"ST. LOUIS, Jan. 10, 1862.

"S. M. EDGELL, Esq., *President*:

"SIR,—We, the committee chosen with full powers to wait on your body, beg leave to inform you that the officers elected at the annual meeting of the Chamber of Commerce on the 8th inst. have all declined serving, that the president, Mr. January, and vice-president, Mr. Matthews, have also resigned, leaving Mr. Pottle the only executive officer of the Chamber of Commerce proper.

"We therefore tender to you the Chamber of Commerce, you assuming all its liabilities.

"Hoping this course may reconcile and harmonize all past grievances, and bring the commercial interests of our city together in peace and quiet, and asking your consideration of this communication, we are,

Respectfully,

"FRANCIS WHITTAKER, *Chairman*.

"JOHN J. ROE.

"EDGAR AMES.

"WILLIAM MATTHEWS.

"N. WALL."

On the 11th of January a meeting of the Union Exchange was held, at which John J. Roe, on behalf of the Chamber of Commerce, addressed the members of the Union Exchange touching the importance of union and harmony among the merchants of St. Louis, and desired to know whether the proposition from the Chamber of Commerce to surrender their rooms and other property to the Union Exchange, with the provision that the members of the Chamber

¹ The complication was aggravated by the dissemination of the following circular:

"CHAMBER OF COMMERCE,
"ST. LOUIS, Jan. 7, 1862.

"SIR,—Inclosed you will find the nomination of officers for the St. Louis Chamber of Commerce for the present year, 1862. Unfortunately, a certain set of the members of said Chamber have sought to introduce politics into that organization, and we find an opposition, through which a violent secessionist, claiming to be a relative of Mr. Jefferson Davis, is presented for the important position of secretary simply upon the ground that the old incumbent has proved himself a loyal citizen. Such an issue cannot but work great evil to the interests of the Chamber, and we inclose the within ticket, asking your consideration to its merits, and trusting you will give it your cordial support."

of Commerce should be admitted as a body *en masse* to the new Union Exchange, would be favorably received. A negative response was given to the interrogatory. S. M. Edgell, president, stated that the new organization would refuse admission to no one who was willing to stand upon the platform which had been adopted by the Union Exchange; that the institution was to be known as truly loyal to the United States government, but that from its rooms political discussions and disputes should be banished.

Maj. Edwards, chairman of the committee on permanent organization, indorsed the views expressed by the president, counseled steadfastness to the principles already adopted, and presented as candidates for the offices of the Union Merchants' Exchange for the year 1862 the following persons:

President, Henry J. Moore; Vice-Presidents, Carlos S. Greeley, Aaron W. Fagin; Committee of Appeals, J. W. Booth, Thomas Richeson, Nathan Cole, George D. Hall, Gilbert Pryor, F. A. Reuss, Alex. H. Smith, Henry A. Homeyer, E. O. Standard, Isaac V. W. Dutcher, Robert C. Greer, Sylvester H. Lafflin; Secretary and Treasurer, William B. Baker; Flour Inspector, Joseph Powell.

All the candidates were elected.

The membership list of the Union Merchants' Exchange of St. Louis at the date of its permanent organization was as follows:

- | | |
|--|-----------------------------|
| Archer, James. | Clarke, D. A. |
| Anglerodt & Barth. | Cogswell & Co. |
| Ames, Henry & Co. | Cranwill, Castle & Peters. |
| Alexander, F. R. | Collins, Morris. |
| Auferheide, F. W. | Collins, Kellogg & Kirby. |
| Bridge, Beach & Co. | Chase & Bro. |
| Buckland, T. A., attorney. | Cutter & Terrill. |
| Baldwin & Dodd. | Cooley & Tower. |
| Banker, G. W., president of
the O'Fallon Lead and Oil
Company. | Creveling, H. C. |
| Bonner, Samuel. | Campbell, Robert & Co. |
| Boyden & Co. | Comstock, J. F. & Co. |
| Behrens, F. S. & Co. | Conant, H. A. |
| Block & Evers. | Camman, Jacob. |
| Blunden, Koenig & Co. | Davis, Samuel C. & Co. |
| Booth, J. W. & Son. | Dunham & Gregg. |
| Bowen, John H. | Dutcher & Co. |
| Beck & Corbett. | Davis & Co. |
| Beckman, E. & Bro. | Doan, King & Co. |
| Bemis & Brown. | Edgell, S. M. & Co. |
| Baur & Bohle. | Edgar, T. B. |
| Butler, Asa R. | Ewing, W. L. & Co. |
| Bell, C. H. & Co. | Eckermann & Co. |
| Brebaugh, Simeon. | Eagle Foundry. |
| Brown & Co. | Ensel, G. S. |
| Barlow & Taylor, bankers. | Eads, James B. |
| Collier White Lead Co. | Edgell, S. M. |
| Christopher & Richards. | Fagin, A. W. |
| Chadbourne & Forster. | Filley, Chauncey I. |
| Chapman & Thorp. | Fisk, Clinton B. |
| Chamberlain, F. B. & Co. | Fisher, John A. & Co. |
| Clarke, R. P. | Ferguson, C. C., secretary. |
| | Franklin Insurance Co. |
| | Fenby, Samuel. |

- Fritchle, J. & Co.
 Fisk, Knight & Co.
 Fisse, G. H.
 Fenby, R. D.
 Fenn, William P.
 Filley, E. A. & S. R.
 Forster, Marquard.
 Filley, Giles F.
 Greeley & Gale.
 Grassmuck, Peter.
 Goodrich, Willard & Co.
 Garrison, J. L.
 Goodwin & Anderson.
 Gaylord, Son & Co.
 Greer, J. G. & Co.
 Green, J. & Co.
 Green, W. R. & Co.
 Gilderhaus & Co.
 Hazard, W. T.
 Heinrichshoffen, W. & R.
 Holmes, Charles.
 Hunike, William.
 Holmes, Robert.
 Holmes, S. & Son.
 Hening & Woodruff.
 Holton & Capelle.
 How, John.
 Holsman, George.
 Hall, Woodward & Co.
 Hoerber, Gustavus.
 Harlon & Wahl.
 Hammill, S. & J.
 Homeyer, Henry A. & Co.
 Hamilton, Mark.
 Humphreys, Terry & Co.
 Hancock, D. J. & Co.
 Habe, William & Bro.
 Hammond & Co.
 Ham, James.
 Haseltine & Bent.
 Howland, Charles H.
 Illinois River Packet Co.
 James, P.
 Jackson, Perry & Co.
 Jackson, Edward.
 Jacoby, S.
 Kendall, H. N. & Co.
 Kreckhaus & Co.
 Kraft, E. F.
 Kuhs & Mueller.
 Leonard, James D.
 Lemb, Adam.
 Lipman, Morris J.
 Loring, H. I. & Co.
 Lemcke Bros.
 Ludewig, Johannes.
 Moore, Henry J.
 Mudd, Alexis.
 Merritt, J. & Bro.
 Mitchell, Rammelsberg & Co.
 McArthur & Fisher.
 Meyer & Blaun.
 McCartney, Samuel & Co.
 Morris, S. T.
 Manny, Drake & Downing.
 Martin, Henry & Co.
- Moreau, Alexander B.
 Mueller, A. C.
 McKee & Fishback.
 Meier, Adolphus & Co.
 Meyer, Henry L. & Co.
 Mepham & Bro.
 Meyer & Meister.
 McQueen, William N.
 McCandless, William.
 Marks, Dennis.
 Northrup, A. K.
 Nulsen & Mersmans.
 Obear & Gates.
 Obear, W. F.
 Plant, George P. & Co.
 Pompenay, Francis.
 Pegram, George.
 Pearce, H. O. & Co.
 Pottle & Bailey.
 Pike & Kellogg.
 Partridge & Co.
 Pomeroy & Benton.
 Perret, A. L.
 Prather, John G. & Co.
 Pryor, Gilbert.
 Pulsifer, W. H.
 Patchin, L. W. & Co.
 Pomeroy, C. W.
 Perry, John D.
 Roe, John J. & Co.
 Reevey, J. B.
 Rich & Co.
 Reuss, F. A. & Co.
 Richardson, James.
 Rosenfeld, Isaac, Jr., cashier
 State Savings Association.
 Raphaelsky, M.
 Sears, S. G.
 Sexton, John A.
 St. Louis Building and Sav-
 ings Association.
 Seitz, Louis.
 Sinnot, Nicholas Cullen.
 Standard, Gilbert & Co.
 Stevens, N.
 Smith, W. H. & W.
 Smith, F. & Co.
 Stobie, William.
 Schaeffer, Anheuser & Co.
 Stoddard, A. S. & Co.
 Stafford, E.
 Sumner, A.
 Simpkins, G. W.
 Stetkauler, G.
 Shidy & Loomis.
 Simpson, John H.
 Sweet, G. B. & Bro.
 Stedman, W. S. & Co.
 Slater & Virden.
 Stephens, R. & Co.
 Smith, Alexander H.
 Sickles, T. B. & Co.
 Schild, William & Co.
 Smith, Irwin Z.
 Seimers & Sersinghaus.
 Tucker, Charles L.
- Teasdale, M. C.
 Teichman & Co.
 Toole, John.
 Thamer, Julius.
 Totten, W. W.
 Uhrig, Joseph.
 Vansyckle, A.
 Woodward, H. M.
 Whittaker, Francis.
 Wilson, William C.
 Wilson, James.
- Willard & Co.
 Wattenberg, Busch & Co.
 Waltman, Gustavus.
 Whitmore, Charles.
 Whitmore, Henry.
 Wolf & Hoppe.
 Wann, John.
 Whiteside, John.
 Warne, Cheever & Co.
 Young, William & Co.
 Yaeger, Eggers.

At a meeting of the Union Merchants' Exchange, held January 13th, the following resolution was adopted :

"Resolved, That all persons engaged in mercantile or manufacturing pursuits, banks, bankers, and insurance companies who can subscribe to the following obligation are cordially invited to membership in the Union Merchants' Exchange in St. Louis, and that all the members heretofore enrolled shall be required to subscribe to said obligation :

"We, the undersigned, solemnly pledge our honor that we will bear true allegiance to the United States and to the provisional government of the State of Missouri, and support and sustain the Constitution and laws thereof; that we will maintain the national sovereignty paramount to that of all State, county, or confederate powers; that we will discourage, discountenance, and forever oppose secession, rebellion, and disintegration of the Federal Union; that we disclaim and denounce all faith and fellowship with the so-called Confederate authorities or armies, and pledge our honor to the sound performance of this our solemn obligation."¹

At a meeting of the Union Exchange, held Jan. 23, 1862, the committee appointed by the Union Merchants' Exchange to meet a similar committee from the St. Louis Chamber of Commerce reported that they had met, and after consultation in regard to the differences between the two organizations, were unable to effect any satisfactory adjustment, whereupon the following resolutions were offered :

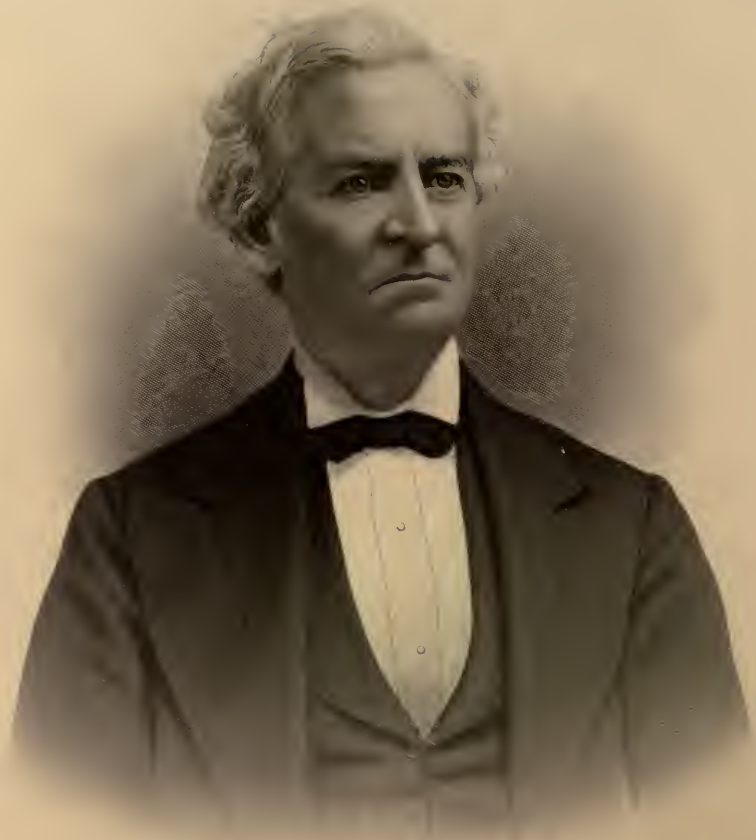
"Resolved, That no member of the Union Merchants' Exchange shall, after the 1st of February next, be a member of or transact business at the rooms of any similar organization in this city; and the president of this association shall cause the name of any member violating this rule to be stricken from the roll of membership, and announce the same at the first meeting of the Exchange thereafter.

"Resolved, That no member of any similar organization in the city of St. Louis shall be admitted to the membership of the Union Merchants' Exchange after the 1st of February next, except by ballot, and any applicant failing to receive two-thirds of the whole number of votes cast shall be rejected."

Action upon these resolutions was postponed to a subsequent meeting.

The new Exchange occupied quarters in the building south of the post-office, on Third Street, belong-

¹ "The Merchants' Exchange building is emphatically running under the Stars and Stripes. An old American flag which had seen service in the war of 1812 was unfurled to the breeze yesterday from the Exchange."—*Republican*, Jan. 14, 1862.



Wm. A. R. Smith

J. A. Jannay.

ing to Mitchell, Rammellsburg & Co. Feb. 4, 1862, there were two rooms (about eighty by twenty-five feet) where the principal business was transacted, connecting with each other by three doors in each, opening into a hall nine feet in width, running nearly the full length of the building. Besides these there were two ample committee-rooms in the rear, and the secretary's office.

At the election for officers of the Chamber of Commerce, held on Jan. 15, 1862, the following were chosen: President, William Matthews; First Vice-President, James Mackoy; Second Vice-President, George Bayha; Secretary and Treasurer, Robert H. Davis; Committee of Appeals, T. H. Larkin, John F. Tolle, John F. Baker, Mackot Thompson, N. Schaeffer, Willis J. Powell, Thomas Ferguson, Edward Ring, Samuel Johnson, Jr., G. L. Hughes, David Anderson, Charles L. Thompson; Flour Inspectors, James L. Benson, William Stobie, Joseph Powell.

D. A. January, the late president, in announcing the vote, took occasion to deliver a short valedictory, assuring the Chamber of his hearty co-operation, and indulging in hopes for its prosperity and usefulness in the future. The new president, on being introduced by Mr. January, made a few remarks, tendering his thanks for the honor conferred upon him, and in the name of the Chamber complimenting the late incumbent upon the fidelity and success of his administration.

Mr. Mackoy, the first vice-president, was next introduced. He alluded to the influence over the business of the West, and, indeed, over the commerce of the world, that had been exerted in the past by the Chamber, and said he trusted that, with the single purpose of developing the commercial interests of the country, knowing no North, no South, no East, no West, it would be enabled in the future to maintain its proud position.

Derrick A. January, whose retirement from the presidency of the Chamber of Commerce has been mentioned, was born in Lexington, Ky., in August, 1814, and lived there until he was about sixteen years of age, when he removed with his widowed mother to Louisville, Ky., where he worked in an humble capacity in the printing-office of the *Advertiser* newspaper. In 1832 he removed to Jacksonville, Ill., where in connection with his brother he opened a general store. The business grew and prospered, and was continued without interruption until the winter of 1836-37, when the family removed to St. Louis. Here Mr. January opened the wholesale grocery house of January, Stettinius & Co., on the Levee. The uniform prosperity which had always attended his mercantile career received a new impetus in St. Louis,

and continued without interruption for nearly forty years. Although he was surrounded with younger associates, his name was the bulwark of the firm. During the existence of the house whose head he was it occupied a leading position, and remained unshaken even in the disturbing period of the civil war. He retired from this business in 1875.

Mr. January was prominently instrumental in building the first "Lindell Hotel," and subscribed largely for that purpose. In the movement for rebuilding that structure he took the same active part, and his subscriptions were equally munificent. He was one of the originators of the Merchants' Bank; was president of the Chamber of Commerce, as we have seen, at the beginning of the war; was for four years president of the St. Louis Mutual Fire Insurance Company, and was one of the founders of the United States Insurance Company. Many other prominent corporations had the benefit of his wise counsel in their boards of directors.

Mr. January died July 19, 1879. Upon his death the Merchants' Exchange adopted highly eulogistic resolutions, in which it was stated that "No man less ostentatious, less attracted by the allurements of personal ambition, ever attained a position of more influence or possessed a more commanding hold upon the affectionate regard of his fellow-citizens. With no desire for political place, he was far from indifferent to the cause of public affairs, and by all the means in his power he aided every movement designed to purify and elevate the government of city, State, and nation.

"In business he was the embodiment of the soul of honor and the spirit of enterprise. The growth and prosperity of our city and State, the extension of our commercial relations, the promotion of every element of progress, and the encouragement of all influences tending towards culture and refinement seemed ever present in his brain and heart. Coming to St. Louis in 1837, he soon took a leading position among the merchants of the city, and his house became known all over the country as standing with the highest in the magnitude of its transactions and in point of honorable dealing. His manners were dignified, courteous, and elegant, and in social life, no less than in the walks of commerce, he was conspicuous for his urbanity and modest bearing. At home he was considerate, kind, and cheerful; at all times he was even-tempered, benevolent, and just. . . . In all relations of life the deceased was a true man."

Mr. January was twice married,—first in 1842 to Miss Mary Louisa Smith, step-daughter of the late Jesse G. Lindell, by whom he had three children, the first of whom died in infancy. In 1860 he was

again married to Miss Julia C. Churchill, of Louisville, Ky., who, with five children, survives him.

At a special meeting of the Union Exchange, held on the 3d of April, 1862, the following communication was read and submitted to the members :

"OFFICE ST. LOUIS
"MERCHANTS' EXCHANGE COMPANY,
"April 2, 1862.

"To Henry J. Moore, Esq. :

"DEAR SIR,—I have the honor to present the following resolution of the company I represent, with an earnest request that the committee asked for will be granted, and that mutual concessions may lead to good results.

"I am, respectfully yours,
"GEORGE R. TAYLOR,

"President Merchants' Exchange Company.

"Resolved, That the president be and he is hereby instructed to request of the two Chambers of Commerce the appointing of a committee of five members of their respective bodies to meet this board on Friday next at 10 o'clock A.M., with a view of avoiding, if possible, the sacrifice of this company's interests, and the adjustment of the present unfortunate difficulties."

A motion to comply with the request was adopted, and the president appointed the committee as follows : George Partridge, Thomas Richeson, Dennis Marks, Charles Holmes, Henry A. Homeyer.

The conference failed to procure an adjustment of the difficulties, but on the 27th of October another proposition was submitted. The letter of the president embodying this proposition was as follows :

"OFFICE OF THE ST. LOUIS MERCHANTS'
EXCHANGE COMPANY.

"ST. LOUIS, Oct. 27, 1862.

"TO THE UNION MERCHANTS' EXCHANGE OF ST. LOUIS, MO. :

"As president of the St. Louis Merchants' Exchange Company, I have the honor to address your body, and sincerely hope that you will view with liberality, as well as equitably, the following proposition, the more especially as the stockholders of the Exchange Company are neither directly nor indirectly responsible for the unfortunate division that has so seriously involved the company's interest, and proximate ruin of their property. And in this connection allow me to call your attention to the company's earliest history, and the great liberality that characterized the action of those having then, as at this time, the building and the company's interest in charge.

"The St. Louis Chamber of Commerce then occupied rooms, wholly unsuited for their purpose, over the drug store of Messrs. Charless & Blow, being contracted, dark, and ineligible in every particular. At this time the Chamber entered into an agreement with a few of their own members, proposing, among other things, that if a room sixteen feet in the clear, and not less than one hundred feet in front by eighty feet in depth, with as few obstructions as practicable was prepared, the same would be leased for ten years, at an annual rent of two thousand five hundred dollars. Now, at this time the property represented by this company was vacant, and at the instance of a few persons an association was formed, the ground purchased, and the building now the company's erected, the association subsequently obtaining a charter. Instead of a room of the dimensions specified in the agreement referred to, the present building was

erected, and the most elegant apartments to be found in the whole range of commercial cities in the United States placed at the disposal of the Chamber of Commerce. The building is known to be complete in all its appointments, was occupied by the merchants for whom and at whose instance it was built, and continued to be occupied by them until the inauguration of this cruel war, when difficulties, in which this company was in no wise involved, arose, eventuating in a separation, and ultimately in the closing of the apartments so leased to the Chamber and parties for whom it was built.

"The foregoing is a plain statement of facts, with the additional one that the company, in its liberality, desiring to serve the merchants, have wellnigh ruined their property, for it is almost useless for other purposes. Now, in view of all the circumstances, and with the hope and reasonable expectation of harmonizing ultimately the unfortunate division between parties for whom the building was erected, the undersigned submits the following proposition : We will place your honorable body in peaceable possession of all the original apartments occupied by the Chamber of Commerce, including the use of all the furniture, fixtures, and property on the premises, on the first day of the ensuing November, for the term of fourteen months, at the same rental specified in the lease to said Chamber, upon condition, first, that your honorable body admit such members of the old Chamber to your organization on their complying with all the requisites of your rules and organization ; or,

"Secondly, that, should you refuse them membership, then your honorable body admit such of them as may choose to visit your meetings and participate in the sale and purchase of produce, upon their paying the regular and customary fees prescribed by your rules,—not voting nor participating in the management of your organization, but to conform in all particulars, in their intercourse with the members and each other, as is prescribed by rules in the premises :

"I honestly entreat your honorable body, on behalf of the interests of all parties involved, so detrimental to this company, and the interests directly and most injuriously affected, to accept the within and foregoing proposition, thus harmonizing all conflicting opinions without sacrificing principle, and avoiding the injury, if not ultimate destruction, of this company's property.

"I am, very respectfully,

"G. R. TAYLOR, President.

At a meeting of the Union Exchange, held on the 18th of November, 1862, the directors were authorized by a unanimous vote to make a proposition to George R. Taylor, president of the Exchange Company, to lease the Chamber of Commerce building for five years, at two thousand five hundred dollars per annum, and make no conditions as to membership. The terms suggested were accepted, and on the 26th the Union Exchange removed from the rooms near the post-office which it had occupied to the old quarters in the Chamber of Commerce building. At an election held on the 7th of January, 1863, the following officers of the Union Exchange were chosen :

President, George Partridge ; Vice-Presidents, C. S. Greeley, A. W. Fagin ; Directors, N. Schaeffer, John J. Roe, E. O. Starnard, S. M. Edgell, Barton Ahle, George P. Plant, William D'Oench, Thomas Richeson, J. O. Pierce, H. A. Homeyer ; Committee of Appeals, J. W. Booth, Nathan Cole, C. L.

Tucker, Samuel McCartney, John C. Rust, F. A. Reuss, Robert C. Greer, C. O. Dutcher, M. C. Teasdale, George H. Rea, G. W. Chadbourne, G. Woltman; Committee of Arbitration, S. Jacoby, T. A. Buckland, J. G. Nulsen, G. W. Banker, A. L. Holmes, W. Heinrichshofen, A. B. Marean, Charles F. Meyer, N. Stevens, W. H. Pulsifer.

On the 4th of March, 1863, the Exchange was chartered, the incorporators being all the members of the association.

In the spring of 1871 the question of obtaining more spacious accommodations presented itself, and at a meeting of the directors held on the 12th of June, 1871, Gerard B. Allen presiding, the following propositions were submitted:

“Third and Chestnut Proposition.”

“ST. LOUIS, June 12, 1871.

“GERARD B. ALLEN, ESQ.,

“President of the Union Merchants’ Exchange:”

“*Dear Sir,*—The undersigned have agreed to form a company with ample capital for the purpose of erecting an Exchange building, fronting two hundred and forty-three feet on the west side of Third Street, between Chestnut and Pine Streets, with a depth of one hundred and fifty feet on Chestnut Street, between Third and Fourth Streets, and desire to lease to your association suitable accommodations therein.

“The location, in reference to the business of this city, and to the positions of the custom-house, post-office, court-house, banking-houses, and hotels, is one of the most central that can be secured, and is likely to remain so for a number of years to come. We design to erect a first-class edifice, which will be, architecturally, an ornament to the city, and fit up the second story for an Exchange, with its reading-rooms, secretary’s and directors’ rooms. The details of arrangements of the rooms will be made to suit the views of your association, as it is the design of the company to devote the entire front on the western side of Third Street, if required, to the purposes of the Exchange, and not only to construct an edifice ample for the present wants of trade, but also to provide for extending it so as to accommodate the manufacturing, mechanical, and banking interests as well as the commercial. It is also intended to set the building sufficiently hack so as to widen the adjoining streets.

“The style of the edifice will accord with the present European taste, and it will have all the necessary accommodations for the purposes of your association; a room will be furnished on the second floor, double the size of the present Exchange room, with the privilege of making it nearly four times as large; it will be from forty-five to fifty feet in height, with acoustic advantages unsurpassed. The construction of the building will be such that light and ventilation will be obtained on the four sides or points, with the principal points south and east, these being the most sought after, even in our domestic buildings. Another grand feature of the arrangement is that a summer Exchange can be had on the ground floor, on the west side of the building, covering it over with glass sustained by iron-work, flagging it with marble tiles, forming an arcade from Chestnut to Pine Streets, with brokers’, bankers’, real estate, and insurance offices on both sides of it. Those who have traveled abroad can readily see the effect and importance of this feature in the arrangement of an Exchange building, and the ready facilities it would give for the transaction of business would be unequalled on this continent.

“We respectfully request the appointment of a committee to confer, on the part of your association, with Messrs. George

Knapp, James H. Lucas, B. W. Alexander, R. J. Lackland, and H. L. Patterson, a committee on our part, respecting the terms and other arrangements which would be acceptable to it in regard to the proposed Exchange.

“We remain, dear sir, yours respectfully,

“James H. Lucas, J. G. Weld, George Knapp & Co., B. W. Alexander, Ann L. Hunt, Erastus Wells, Thomas Allen, Joseph Brown, Adolphus Meier, Franklin O. Day, George R. Taylor, R. J. Lackland, Henry Blaksley, J. H. McLean, Joseph Weil, John Finn, James J. O’Fallon, Elois P. Kayser, William C. Taylor, R. W. Mitchell, William Keiler, Frederick Hill, John H. Gay, Edward J. Gay, William T. Gay, J. R. Pullis & Brother, Z. F. Wetzell & Co.”

Third and Locust Proposition.

“ST. LOUIS, June 12, 1871.

“TO THE CHAMBER OF COMMERCE OF THE CITY OF ST. LOUIS:

“For myself and associates, I propose to erect a Merchants’ Exchange building in Block 64 of the city of St. Louis, at the northeast corner of Locust and Third Streets, the building to be two hundred by one hundred and eight feet; the Exchange room to be one hundred by one hundred and seventy feet in the clear and forty-six feet high, to have entrances from Third Street and Exchange Street. The large room will leave committee-room, secretary’s room, reading-room, directors’ room, and ample accommodation for washing, etc. For particulars, see plans.

“We propose to lease to the Chamber of Commerce for thirty years, the first ten years thereof for fifteen thousand dollars, the second ten for twenty thousand dollars, and the third ten years for twenty-five thousand dollars.

“For myself and associates,

“P. B. GERHART.”

A plan for erecting a similar building at Sixth Street and Washington Avenue was also submitted by John A. Scudder, Catherine Ames, and William H. Scudder.

Architectural drawings of the proposed buildings accompanied the first two propositions.

The board, after an informal consultation, ordered the propositions to be laid upon the table for one week, and directed the secretary to request the parties to amend their propositions by including in them all particulars respecting the locations, dimensions, prices of rent, and the time at which they would obligate themselves to have the building ready for occupancy in the event of the acceptance of any of the propositions.

At a meeting of the directors on the 19th of June the following amended propositions were submitted by the same parties:

Third and Chestnut Location.

“ST. LOUIS, June 19, 1871.

“GERARD B. ALLEN, *President Union Merchants’ Exchange:*

“*DEAR SIR,*—We propose to furnish the Union Merchants’ Exchange with suitable apartments for all the purposes of an Exchange building, including large chamber, reading- and committee-rooms, offices, etc., located on Third Street, between Chestnut and Pine Streets. The size contemplated for the

large chamber is one hundred and seventy-nine feet in length, eighty feet in width, and from forty-five to fifty feet in height, with light and ventilation from three sides, and unsurpassed acoustic properties.

"Should a larger room or different dimensions be required, we hold ourselves in readiness to make the alterations, with a view to meeting the reasonable views of the directory and members. Full and complete arrangements have been made for the purchase and possession of the ground, and ample guaranty will be given for the completion of the building, which will be on an elegant scale of architectural beauty, on or before the 25th of November, 1872, the time of the expiration of your present lease. We propose a lease to the Exchange for twenty-five years on the following terms: For a term of five years, \$12,000 per annum; for a second term of five years, \$15,000 per annum; for a third term of five years, \$18,000 per annum; for a fourth term of five years, \$21,000 per annum; and for the fifth term of five years, \$24,000 per annum.

"We may here repeat, from a former statement laid before you, that the location proposed is perhaps the most central that can be found, relative to the custom-house, post-office, court-house, banking and insurance institutions, leading hotels, the preponderance of the business houses of our city, and the centre of our river commerce."

(Signed)

GEORGE KNAPP, representing James H. Lucas, George Knapp & Co., Ann L. Hunt, Thomas Allen, Adolphus Meier, George R. Taylor, Henry Blaksley, Joseph Weil, James J. O'Fallon, William C. Taylor, William Keiler, John H. Gay, William T. Gay, J. G. Weld, B. W. Alexander, Erastus Wells, Joseph Brown, Franklin O. Day, R. J. Lackland, J. H. McLean, John Finn, Elois P. Kayser, R. W. Mitchell, Frederick Hill, Edward J. Gay, J. R. Pullis & Brother, Z. E. Wetzell & Co., who had agreed to form a company with ample capital for the purpose of erecting an Exchange building, conformably to the above proposition.

Third and Locust Plan.—P. B. Gerhart, for himself and associates, reiterated his former proposition, with the additional statement that they proposed to have the building ready for occupation in eighteen months after the acceptance of the proposition and after Third Street had been widened as proposed for the bridge approaches.

Sixth and Washington Avenue Proposition.—Messrs. John A. and W. H. Scudder and Mrs. Ames submitted the same proposition as before for the erection of a building on this location, with the stipulation that it should be completed by November, 1872. This contemplated the erection of a building one hundred and eighty-two feet on Washington Avenue by one hundred feet on Sixth Street, leaving twenty-five feet on the north side for an open court. The rent proposed was, for the first five years, \$5500 per annum; the next ten years, \$20,000 per annum; the next five years, \$25,000 per annum.

The board did not discuss the merits or demerits of the propositions, but merely considered the mode of submitting the question to the members of the Exchange. The directors decided that a vote of the members be taken on the 6th, 7th, and 8th of July,

polls open from 10 A.M. to 2 P.M. each day. They further decided that any plan to be considered adopted must have a majority of all the votes cast, and that in the event of there not being a majority for either of the propositions, the one receiving the lowest number be considered rejected, and a new ballot ordered upon the other two. If a majority of the votes were cast for any one proposition, the board would understand that they were instructed to enter into a contract according to the proposition approved.

The proposition of the Messrs. Scudder and Mrs. Ames was, however, withdrawn, as appears from the following letter:

"OFFICE OF HENRY AMES & Co.

"St. Louis, June 27, 1871.

"To G. B. ALLEN, *President of the Union Merchants' Exchange, St. Louis:*

"DEAR SIR,—We desire to withdraw the proposition now before you, of the undersigned, for building a new Exchange building on Sixth and Washington Avenue, believing that in so doing you will the more readily arrive at a selection which will be agreeable to a larger number of your members than if a greater number of proposals were before you. As the selection of this site seems to be opposed by many of your members, we are unwilling to be the instruments of any discord or disagreement among you. In conclusion, we will say that we will cordially support any location which may be the selection of a majority of your members.

"Yours, respectfully,

"JOHN A. SCUDDER.

"CATHERINE AMES.

"WILLIAM H. SCUDDER."

The withdrawal of the Scudder proposition left but two sites to be considered and voted upon by the members of the Exchange, viz.: Third and Locust Streets, and Third Street between Chestnut and Pine. "We maintain," said the *Republican* at the time, "that the latter is the more suitable, being nearer the centre of trade and more accessible to the great body of our merchants. As has heretofore been stated, there are seven hundred and seventy-three business houses represented on 'Change located south of Olive Street, while there are only four hundred and ninety-two located north of that street. This shows at a glance that a large majority of our mercantile community would be better accommodated by the location of the Exchange between Chestnut and Pine Streets than between Locust and Vine. We believe that the question has already been decided with emphasis by the common voice of those most interested, and it only remains to record that decision at the election to be held on the 6th, 7th, and 8th of next month."

The proposition of Mr. Knapp and his associates was finally accepted by the board, and a special committee, composed of Gerard B. Allen, George Bain,

John Wall, W. M. Samuel, Miles Sells, and D. P. Rowland, was appointed to prepare articles of association for a company to be known as the St. Louis Chamber of Commerce Association. At that time the officers of the Exchange were Gerard B. Allen, president; R. P. Tansey, first vice-president; George Bain, second vice-president; and George P. Plant, John F. Mauntel, William H. Scudder, Philip C. Taylor, D. P. Rowland, William J. Lewis, Web M. Samuel, John A. Scudder, John Wahl, and Miles Sells, directors. This committee reported a series of articles of association to a meeting held on the 22d of November, 1871, and after they had been read, the following preamble and resolutions were adopted:

"WHEREAS, A petition signed by nearly seven hundred members of this Exchange, being a majority thereof, has been presented to this directory requesting them to locate the new Exchange building on the block bounded by Third and Fourth and Chestnut and Pine Streets, and to take steps to form a stock company to purchase or lease the property designated and build a suitable building thereon; therefore be it

"Resolved, That the directory of the Union Merchants' Exchange cordially indorse the location so designated and the articles of association reported to them by the special committee appointed for this purpose.

"Resolved, That committees of three each be appointed by the president to canvass the members of the Exchange and others interested and secure subscriptions to the capital stock of the proposed association."

The articles of association which were adopted at the same meeting read as follows:

"CERTIFICATE OF ASSOCIATION OF THE ST. LOUIS CHAMBER OF COMMERCE ASSOCIATION.

"The undersigned hereby certify that, by virtue of the provisions of chapter sixty-nine of the general statutes of the State of Missouri, entitled 'Manufacturing and Business Companies,' and authorizing the formation of corporations 'to erect hotels, halls, market-houses, warehouses, exchange and other buildings, and for any other purpose intended for mutual profit or benefit, not otherwise especially provided for and not inconsistent with the Constitution and laws of this State,' they have associated, and by these presents do associate together, to form a corporation in manner and form, and for the objects and purposes hereinafter set forth, as follows:

"ART. I. The corporate name of this company shall be 'THE ST. LOUIS CHAMBER OF COMMERCE ASSOCIATION.'

"ART. II. The objects for which this company is formed are the erection of an Exchange and other buildings on Block 86, bounded by Chestnut, Pine, Third, and Fourth Streets, in the city of St. Louis, State of Missouri; the lease or purchase, in fee-simple or otherwise, of the land on which said Exchange buildings are designed to be erected, and the use or renting out of said buildings for a Merchants' or other Exchange, for offices, banks, stores, or any other lawful use or purpose whatever approved by this company.

"ART. III. The amount of the capital stock of this company shall be one million dollars, and consist of ten thousand shares of one hundred dollars each. But the company shall be regarded as established and organized by the subscriptions of stock made by the signers of this certificate, and the board of

directors hereinafter named shall make rules or by-laws in reference to any further subscriptions to said capital stock.

"ART. IV. The affairs of this company shall be managed by a board of thirteen directors,—Rufus J. Lackland, B. W. Alexander, Henry T. Blow, Gerard B. Allen, Geo. Knapp, John A. Scudder, W. M. Samuel, George Bain, George P. Plant, Henry L. Patterson, E. O. Stanard, W. J. Lewis, and D. P. Rowland shall form said board for the first year.

"ART. V. The business operations of this company shall be carried on in the city of St. Louis, and its office shall be at such place in said city as may from time to time be selected by said board of directors.

"ART. VI. The period of the corporate existence of this company shall be fifty years.

"ART. VII. The board of directors shall, as soon as practicable, call a general meeting of the stockholders of this company to make by-laws for the same, as provided by law, for the management of its property, the regulation of its affairs, the transfer of its stock, and especially for the declaration of the powers and duties of said board of directors."

On the 12th of December the directors met and elected Rufus J. Lackland president, Gerard B. Allen and George Knapp vice-presidents, and George H. Morgan secretary *pro tem*. At the same meeting they adopted and issued the following address:

"The undersigned, directors of the St. Louis Chamber of Commerce Association, desire, in asking for your subscriptions to the capital stock of that association, to present some of the reasons which have impelled them to assume the responsibility of providing St. Louis with a suitable Exchange building.

"It must be apparent to all of our citizens that it is full time that St. Louis should evince the same faith in its future progress that is exhibited by the great majority of the people of the whole country. No greater evidence of this faith and of a determination to command success can be given than the erection of a Merchants' Exchange, a grand central mart, in which will be combined the commerce of a dozen States, and around which must of necessity gather the controllers of the capital which will aid, encourage, and extend that commerce. Nor is it unimportant that such a building should combine architectural strength and elegance. The present requirements of our commerce cannot be served in a small edifice, and it is not open to doubt that the requirements of ten years hence will demand greatly extended accommodations; that with the increase of our population, the extension of our trade, the cultivation of a higher taste in art, the erection of a structure of imposing dimensions will alone satisfy the conditions of the progress of the city and assure that progress.

"The plan proposed, and which has received the approval of the members of the Merchants' Exchange, is to devote the entire block bounded by Fourth, Chestnut, Third, and Pine Streets to the erection of buildings for commercial, banking, insurance, legal, and exchange purposes, the structure to be suitable in architectural design to the metropolis of the West, commensurate in extent and adaptation to the present and prospective commercial interests of the city, and which shall present facilities for the immediate co-operation of the varied interests represented in the Produce Exchange, the Board of Trade, the Mechanics' and Manufacturers' Exchange, the Tobacco Association, the Pork-Packers' Association, the Real Estate Exchange, the Board of Underwriters, etc. The entire cost of such a structure, including the fee-simple of the ground, will exceed two million dollars, but it is not probable that the entire cost will be borne by the association. The building of

the whole block in the same style of architecture is imperative, but it is now proposed that the association shall purchase only the eastern two-thirds of the block, leaving Mr. Lucas and Mrs. Hunt to build up the western third, a division that will reduce the amount to be raised by this association some seven or eight hundred thousand dollars, while the interests of the public will lose nothing. The work is not to be commenced upon the structure until the entire amount necessary to construct it has been provided for by stock subscriptions or otherwise, nor will the architect be selected until that time, when perfect plans, with specifications, shall be submitted, and the cost clearly known before any expenditure upon construction account is made.

"We are thus explicit in stating details that we may more directly enlist your aid. It seems to us clear that in this task of developing the commercial interests of St. Louis and placing its future progress beyond question, we are justly entitled to call upon the moneyed institutions of the city for liberal stock subscriptions. We advance no labored argument to prove that the enterprise must of necessity be a paying one. In a building of the character designated a large amount of room will be devoted to banking rooms, insurance offices, etc., and as they will be by the location brought in direct proximity with the interests that form the basis of their transactions, there will be no lack of desirable tenants. There is scarcely more need to present reasons that should determine you to make subscriptions to the capital stock. The banks and insurance companies of the city represent a capital of nearly fifty millions of dollars, capital that belongs to St. Louis, is a representative of the accumulated wealth of the city, and has been largely drawn here by the operations of merchants. Beyond this the banks alone hold an average of over thirty millions of dollars, deposited by merchants and business men, each of whom is interested in, and will be served by the erection of, the proposed structure. The merchants themselves of necessity are unable to withdraw large amounts of their capital from their active business for stock subscriptions, even to an enterprise of this character; nor would it be to the interest of the banks to have them do so. The latter, however, as the custodians of the deposits of the merchants, are required to hold a certain portion of their resources in trust, and we submit to them that the fiduciary trust thus imposed can be most wisely used in such an investment as we propose, as by this means they employ most directly a portion of the gathered capital of the merchants to aid and extend the commercial operations and profits of the depositor.

"We are gratified to announce that the subscriptions already made and tendered foot up four hundred thousand dollars, of which two hundred and fifty thousand dollars is from individuals, and the remainder from the Bank of the State, the Boatmen's Saving Institution, and Third National Bank, each of which institutions will subscribe fifty thousand dollars, and propose to occupy portions of the building. We may add that the subscriptions will be called for only as the work progresses, thus extending the payments over a period of eighteen months or two years.

"In conclusion, we suggest that, although at the moment there may be a doubt as to whether some of our banks, under their charters, can make such subscriptions, that this objection may be obviated by the passage by the Legislature of a general law enabling corporations as such to take stock in other corporations.

(Signed)

"Rufus J. Lackland, B. W. Alexander, Henry T. Blow, Gerard B. Allen, George Knapp, John A. Scudder, W. M. Samuel, George Bain, George P. Plant, Henry L. Patterson, E. O. Stanard, William J. Lewis, D. P. Rowland."

On the 19th of December the association was chartered by the Legislature, the incorporators being Erastus Wells, John N. Bofinger, R. J. Lackland, and others. Immediately after its organization the board effected the purchase of the ground for five hundred and sixty-one thousand seven hundred dollars and eighty-six cents, and applied itself to the work of obtaining subscriptions, which on the 6th of July, 1873, amounted to six hundred and fifty thousand dollars.¹

In May, 1873, the work of tearing down the old buildings was commenced, and in July the first excavation was made for the foundations. On August 25th following the first stone of the foundation was laid, and on the 6th of June, 1874, the corner-stone was laid with Masonic ceremonies under the direction of Rufus E. Anderson, Grand Master of the Grand Lodge of Missouri.² On Friday, June 5th, the reception-stone was set in place at the northeast corner of the building, a large copper box having been fitted in place in its centre. The immense corner-stone proper was placed at a point a short distance away, to serve as a speaker's stand. On Saturday afternoon, June 6th, the members of the different Masonic lodges, including the Grand Lodge of Missouri, and Knight Templar commanderies of the city assembled in uniform at Seventh and Market Streets, where they were joined by Company A, National Guards, Capt. John B. Gray. The members of the Chamber of Commerce Association and Merchants' Exchange and a large number of other prominent citizens also joined the procession. At five o'clock the march was begun. First came a body of mounted policemen, then the military headed by the New Orleans Band, then the Knights Templar commanderies, then the Chamber of Commerce Association and Merchants' Exchange, and lastly the Grand Lodge, headed by the Arsenal Band. On Fourth Street, in front of the Planters' House, the procession halted and opened out, and the Grand Lodge passed through, receiving the salutes of the command-

¹ Among the most earnest promoters of the enterprise was James H. Lucas, who consented to conform the building to be erected on the Fourth Street front of the Exchange Square to the Exchange building. After the five hundred thousand dollars of stock had been subscribed, Mr. Lucas subscribed twenty thousand dollars, and made a deed for the property, yielding to the company the additional advantage of allowing the Exchange property to extend back so as to leave him a depth for his Fourth Street property of only ninety-five instead of ninety-six and a half feet. Ill health, however, prevented Mr. Lucas from taking an active part in the work, and from giving written pledges to build up the Fourth Street front in conformity to the Exchange plan.—*Republican*, Nov. 18, 1873.

² At this time the subscriptions to the stock amounted to eight hundred and fifty thousand dollars.

eries and military. Passing around by Chestnut Street, the body proceeded to the scene of ceremony. Arrived there, the officers of the Grand Lodge took their station on the platform, and the brethren formed in a hollow square about the corner-stone. The officers of the Grand Lodge at this time were R. E. Anderson, G. M.; John W. Luke, D. G. M.; J. E. Cadle, S. G. W.; Allen McDowell (acting), J. G. W.; William N. Loker, G. Treas.; Geo. Frank Gouley, G. Sec.; Rev. R. A. Holland, G. Chap.; D. N. Burgoyne, Bearer Great Light; J. R. Friend, S. G. Deacon; Morris Jacks, J. G. Deacon; W. R. Stubblefield, G. Marshal; Nicholas Wall, Grand Marshal; G. B. Dameron, G. Sword-Bearer; John G. Gilfillan, Grand Steward; Isaiah Forbes, Grand Steward; J. X. Allen, Grand Tiler. After music by the Arsenal Band, R. J. Lackland, president of the Chamber of Commerce Association, introduced to the immense concourse who blocked the streets on every side Web M. Samuel, president of the Merchants' Exchange, who delivered an interesting and forcible address. Rufus E. Anderson, Grand Master of the Grand Lodge, then addressed the assemblage, and when he had finished, the ceremony of laying the corner-stone was commenced. A box was placed in the stone, containing a Bible, the records, constitution and by-laws of the Chamber of Commerce Association and of the Merchants' Exchange, copies of newspapers, coins, and other relics, and the stone, weighing nine tons, was then lifted into place, after which the usual Masonic ceremonies were performed.

The officers of the Chamber of Commerce Association at this time were Rufus J. Lackland, president; George Knapp, first vice-president; B. W. Alexander, second vice-president; George H. Morgan, secretary and treasurer; Directors, Rufus J. Lackland, B. W. Alexander, George Knapp, W. M. Samuel, George Bain, George P. Plant, D. P. Rowland, J. H. Britton, John R. Lionberger, John H. Beach, Adolphus Meier, Charles L. Hunt, J. B. C. Lucas. Building Committee, George Knapp, chairman; R. J. Lackland, J. R. Lionberger, Adolphus Meier, Charles L. Hunt.

In 1875 the name of the Exchange, which had continued to be the Union Merchants' Exchange, was changed to the Merchants' Exchange of St. Louis, and in the preamble to their rules and by-laws the members declared the object of the association to be "to advance the commercial character and promote the manufacturing interests of the city of St. Louis," to "inculcate just and equitable principles of trade, establish and maintain uniformity in the commercial usages of the city, acquire, preserve, and disseminate

valuable business information," and to "avoid and adjust, as far as practicable, the controversies and misunderstandings which may arise between individuals engaged in trade." The erection of the new Exchange building was pressed forward with great energy, and the splendid structure was completed and formally opened on the 21st of December, 1875, with ceremonies of an elaborate and imposing character. At ten o'clock the members of the Exchange assembled at the old Exchange building to say "good-by" to their former home. At eleven o'clock Company A, National Guards, commanded by Capt. C. E. Pearce, filed into the hall, headed by Postlethwaite's Band, and after music by the Arsenal Band, D. P. Rowland, president of the Exchange, called the assemblage to order, and announced that Mr. Wayman Crow, the oldest living member and the second president of the Exchange, had been selected to deliver the farewell address. Mr. Crow then addressed the meeting, giving an historical sketch of the organization and relating many interesting reminiscences.¹

¹ In the course of his address Mr. Crow said,—

"Our organization, gentlemen, has witnessed in this city a growth and development almost unparalleled in modern times. Since the day of our incorporation a population of ten thousand has increased to nearly half a million. In a little more than half a century St. Louis has passed from a border trading-post, scarcely yet Americanized, to a metropolis which is already contending for a foremost rank among American cities. I can scarcely help feeling surprised when I look around me to find myself almost, if not quite, the oldest 'business man' of St. Louis, although in some communities I might claim to be a young man yet. But having been in business here more than forty years, I cannot recall to mind an individual now in commercial life who was engaged in mercantile pursuits at the time of my coming. You will pardon me; then, I am sure—seeing that I belong to the past more than to the present—if my thoughts revert to those early days and rest for a moment with the men who were my trusted co-laborers, and with those who immediately preceded us in our work. At least you will permit me to bear witness to the high character, the commercial honor, the personal faithfulness of those who were the early founders of our prosperity, and who gave the tone and standard—not yet lost, and never, as we confidently hope, to be lost—to the daily business life of St. Louis. Those old-time workers may have been a little too conservative, sometimes timid,—'old fogies' you would call them nowadays,—but they were scrupulously honest in their dealings, strict constructionists in their regard for contracts, men of untarnished integrity in meeting their engagements, and it is to their practice and example that the present high commercial credit of St. Louis, both at home and abroad, is greatly due. However strong and promising the present may be, I cannot, as your oldest member, say a better word than this,—that we should hold fast to the early traditions of the Chamber of Commerce, and maintain that high regard for honorable dealing which has characterized the past, so that to be a recognized member of the St. Louis Merchants' Exchange may always and everywhere be a passport to respect and confidence. Consider through what trials and difficulties we have thus far advanced. No city has suffered

At the close of Mr. Crow's address the band struck up "Auld Lang Syne," and the air was sung by the entire Exchange. A procession was then formed under direction of William Hamilton, grand marshal, which marched up Main Street to Washington Avenue, up Washington Avenue to Fourth Street, down Fourth Street to Chestnut Street, and along Chestnut Street to the new Exchange building. A squad of mounted police formed the head of the procession. Next came Postlethwaite's Band, followed by Company A, National Guard Rifle Association, Capt. Charles E. Pearce in command. The president and directors of the St. Louis Chamber of Commerce Association came next, and after them the architects, builders, and contractors of the new building, ex-presidents of the Exchange, vice-presidents and directors, various committees and members. Along the line of march the streets were lined with people, and at the new building there was scarcely room enough for the column to pass along comfortably. Although there was a goodly number of ladies and gentlemen present as spectators, the vastness of the hall and the galleries made the many appear but few. When the procession filed into the hall, the officers, ex-officers, and distinguished guests mounted to the platform, while the other members of the procession filled all the standing-room on the floor of the hall. The Arsenal Band took position at the left of the platform and opened the ceremonies with music. Among those on the platform were the following:

D. P. Rowland, president of the Merchants' Exchange, Mayor Britton, Rev. Dr. W. G. Eliot, Wayman Crow, Capt. James B. Eads, Samuel M. Edgell, George Knapp, Charles Hunt, Adolphus Meier, ex-Governor E. O. Stanard, John Beach, Web. M. Samuel, Maj. Francis D. Lee, George Partridge, D. A. January, William H. Scudder, George H. Morgan, Capt. Nanson, Craig Alexander, John B. Maude, Michael McEnnis, William M. Senter, R. P. Tansey, Capt. Davidson, and John Booth.

Hon. E. O. Stanard called the meeting to order,

greater reverses by fire, pestilence, and flood, by financial crises, by internal dissensions and civil war; and yet we have passed through all, chiefly by the sturdy strength and steadfastness of our business men. At the present time, notwithstanding many disturbing influences and more 'exceptions' to the course of strict honesty than are necessary to 'establish the rule,' the prevailing tendencies are in the right direction. The future is clear and bright before us. To your hands, gentlemen, upon whom the burden and heat of the day must fall, the commercial destinies of our city are committed. Let the future be better than the past by as much as the magnificent building to which we go is better than that from which, almost reluctantly, we must now depart."

and stated that as the hall was so very large, and its acoustic properties had never been tried, it would be necessary to preserve the strictest silence to secure a hearing of the speakers. He then introduced Maj. Francis D. Lee, chief architect of the building, who delivered possession to R. J. Lackland, president of the Chamber of Commerce Association, accompanying the formal transfer of the structure with a brief address. Mr. Lackland then delivered the building in turn to D. P. Rowland, president of the Merchants' Exchange. In the course of his remarks, Mr. Lackland complimented Col. George Knapp, chairman of the building committee, for the untiring energy which he had displayed in overcoming all obstacles to the completion of the edifice. "To his (Col. Knapp's) far-sighted public spirit and indomitable energy," added Mr. Lackland, "we are mainly indebted for this beautiful structure."

On behalf of the Merchants' Exchange, Mr. Rowland accepted the trust from Mr. Lackland, to whose remarks he responded in a brief and eloquent address. Prayer was then offered by Rev. Dr. W. G. Eliot, after which Capt. James B. Eads, orator of the day, was introduced, and delivered an elaborate and able address. A poem on commerce was then recited by Solon N. Sapp, which was followed by addresses by Web M. Samuel, Hon. E. O. Stanard, and George H. Morgan. Mr. Morgan then read a communication from Thomas A. Buckland, a member of the first board of directors of the Merchants' Exchange, congratulating the association on the grand results which had been achieved, and referring to the great changes which had taken place since thirty years before, when the pulpit of the First Baptist Church stood almost in the spot occupied by the president's desk in the new hall. Capt. Frank B. Davidson being called on made a few remarks, after which President Rowland declared the meeting adjourned, and the vast assemblage dispersed. In the evening the hall was illuminated and a concert was given, which was repeated on the following night.

The building is one of the most spacious, attractive, and conveniently arranged structures of its class in the world, and its total cost (including the site) was about \$1,800,000.

It occupies the eastern and principal portion of the block bounded by Third, Fourth, Chestnut, and Pine Streets, having a main frontage of two hundred and thirty-five feet on Third Street, and secondary fronts of one hundred and eighty-seven feet each on Chestnut and Pine Streets.

Externally the edifice is of cut Warrensburg sandstone, and is apparently but three stories high, although

it is in reality five, exclusive of the basement. The basement is treated with quoined piers, with red granite plinths and boldly moulded caps, and the first story with piers supported by moulded bases and caps, carrying a bold cornice enriched with triglyphs. The second and third stories are of the composite order, the pilasters coupled and supported with pedestals, with balusters between the same. The centre of the Third Street front is enriched with detached columns in the several stories, surmounted by a bold pediment. A rich crowning entablature, carrying a balustrade, surmounts the entire building. In all parts of the design the reliefs are bold, producing the fullest effect of light and shade; and although the separate parts of the building are almost colossal, the general effect of the whole is light and airy. The style of the architecture is something of a mixture, but may properly be classed of the *renaissance* order.

The principal façade is recessed twenty-one feet from the original building line of Third Street, thus giving room for a broad sidewalk and spacious area along that entire front. It is also recessed on Chestnut and Pine Streets, so that the sidewalks there are increased to a width of fourteen feet.

Although the structure appears to be a unit, in reality there are two distinct buildings, separated internally by a large area for light and ventilation, but connected by a grand central stair hall and by arcades on Chestnut and Pine Streets. In that portion of the structure west of the internal area is situated the grand Exchange Hall, the clear dimensions of which are two hundred and thirty-five feet by ninety-eight feet in area, with a height of sixty-nine feet. It is lighted on every side with great windows filled with plate-glass in two tiers, separated by a light gallery extending around the hall. The door and hall casings are of massive walnut highly varnished and polished, with panel-work of French walnut. The bases of the pilasters and all the wainscotings are of the same material.

The president's desk with accessories on a raised platform ornaments the west side of the hall, and is the most elegant piece of work of the kind in the West. It is of walnut, carved and moulded in the most tasteful manner. The desks of the members, the grain tables, and, in short, all the other fittings are likewise of walnut. The grain tables are all covered with thick slabs of highly-polished white marble.

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

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

The two end compartments are composed of geometrical divisions, ornamented in imitation of stucco, containing each four panels, with emblematic representations of the industries of the State of Missouri



CHAMBER OF COMMERCE.

in *basso-relievo*. The centres of these two compartments form each a medallion of twenty-six by twenty-six feet. The one on the north end represents characteristic types of European nations,—England, Germany, Italy, France, Scotland, and Ireland forming a central group, surrounded by Russia, Switzerland, Spain, Slavonia, European Turkey, and Greece. The south medallion represents characteristic types of Asia and Africa,—Arabia, Egypt, Judea, China, and Japan forming the principal group, surrounded by Ethiopia, Caucasia, India, Persia, Abyssinia, and Mongolia.

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

The style of this decoration is of the classic Venetian school of the sixteenth century, of which it is a magnificent illustration. The ceiling, as a whole, presents a scene of gorgeous beauty, which is only intensified by an examination of the various groups and figures in detail. The coloring is of a florid tone, the harmony of which is preserved in the minutest particular, the contrasts and shades being so arranged as not in any instance to attract the eye from the general effect.

The artists were Messrs. Becker & Sciepevich, fresco and decorative painters of St. Louis.

The building fronting on Third Street is entirely devoted to banks and offices, and has a basement and five stories. The first story contains six rooms of ample dimensions, arranged with fire- and burglar-proof safes and every accommodation for first-class moneyed institutions. The upper four stories are divided into sixty commodious and well-lighted offices, furnished like the first with fire-proof safes and every modern convenience. The basement contains a number of large rooms suitable for brokers' or exchange offices and various other kinds of business.

The first story of that portion of the structure under the ground hall is devoted to banks, offices, or any business purpose for which it may be required.

A noticeable feature of the interior consists of six immense doors opening into the grand hall, each one nine feet wide and eighteen feet high. They fold back into the thickness of the wall so as to afford no obstruction when opened, and are composed of dark hard wood of several hues, paneled, moulded, enriched, and highly polished. They are finished with bold architraves, entablatures, and pediments.

The grand staircase, which cost twenty-five thousand dollars, leads from the basement to the grand hall, and is accessible from every face of the building. It is of imposing proportions, and is composed of hard woods, and the newels and balusters are massive, and of elegant designs of carving, moulding, and paneling. Some idea of its dimensions may be obtained from the fact that it occupies an area of twenty-seven by sixty-one feet.

There are six broad entrances to the building,—three on Third Street, one on Pine, one on Chestnut, and one on the court west of the structure. The principal or central entrance on Third Street is very beautiful and strictly classical, of the Doric order. The frieze of the portico bears the name and purpose of the building in raised letters carved from the stone. The stairway from this entrance leads directly to the grand hall. The other entrance on Third Street, as well as those on Pine and Chest-

nut, communicate with the main stairway, and also with the steam elevators, which extend through the entire height of the building, giving easy and ready access to every part of the building.

During the National Democratic Convention which nominated Samuel J. Tilden for President there were five thousand two hundred chairs on the floor of the hall, and at the formal opening of the hall it contained over ten thousand people. In the centre of the hall, and directly in front of the rostrum, stands a large handsome fountain, throwing out jets of water in all directions, adding not only to the beauty of the surroundings but also to the comfort of all present, particularly on hot summer days. This was the gift of John A. Scudder, an ex-president of the Exchange and one of its most enterprising members. The fountain is on rollers, and can be moved in and out of the hall with very little trouble. The architects of the building were Lee & Annan.

The officers of the Chamber of Commerce from its formation up to 1862 were:

1836 to 1840.—Edward Tracy, president; Henry Von Phul, vice-president; John Ford, secretary.

1841 to October, 1849.—Wayman Crow, president; George K. McGunnege, vice-president.

1836 to 1849.—John Ford, Daniel Hough, and F. L. Ridgely, secretaries.

From October to December, 1849.—George K. McGunnege, president; Edward Briggs, vice-president; Edward Barry, secretary.

1850.—George K. McGunnege, president; Edward Brooks, vice-president; Edward Barry, secretary.

1851, to March 4.—George K. McGunnege, president; Edward Brooks, vice-president.

1851, from March 4.—William M. Morrison, president; Alfred Vinton and David Tatum, vice-presidents; Edward Barry, secretary.

1852.—William M. Morrison, president; Alfred Vinton and Henry Von Phul, vice-presidents; Edward Barry, secretary.

1853.—Alfred Vinton, president; James E. Yeatman and Henry Von Phul, vice-presidents; Edward Barry, secretary.

1854.—Alfred Vinton, president; R. M. Henning and Henry Von Phul, vice-presidents; Edward Barry, secretary.

1855.—R. M. Henning, president; Rufus J. Lackland and Henry T. Blow, vice-presidents; Edward Barry, secretary.

1856, to May 31.—R. M. Henning, president; J. A. Brownlee and William T. Hazard, vice-presidents; W. B. Baker, secretary.

From June 9, 1856, and 1857.—Henry Ames, president; D. A. January and John J. Roe, vice-presidents; W. B. Baker, secretary.

1858.—E. M. Ryland, president; R. M. Funkhouser and T. A. Buckland, vice-presidents; W. B. Baker, secretary.

1859.—R. M. Funkhouser, president; John T. Douglass and Charles L. Tucker, vice-presidents; W. B. Baker, secretary.

1860.—D. A. January, president; M. L. Pottle and J. H. Oglesby, vice-presidents; W. B. Baker, secretary.

1861.—D. A. January, president; William Matthews and M. L. Pottle, vice-presidents; W. B. Baker, secretary.

1862.—William Matthews, president; James Mackoy and George Bayha, vice-presidents; R. H. Davis, secretary.

In 1862 the organization went out of existence, but, as we have seen, the Chamber of Commerce Association was formed in the autumn of 1871, and Rufus J. Lackland was elected president and still continues to serve as such. At the time of the completion of the building the officers were Rufus J. Lackland, president; George Knapp, first vice-president, and B. W. Alexander, second vice-president, who with Web M. Samuel, George Bain, Charles Green, D. P. Rowland, J. H. Britton, J. R. Lionberger, J. H. Beach, Adolphus Meier, Charles L. Hunt, and Levi L. Ashbrook were the directors. George H. Morgan was secretary and treasurer.

The present board of directors is composed of the same persons, with the exception of J. H. Britton (deceased). The officers of the Merchants' Exchange (which succeeded the old Chamber of Commerce organization in 1862) have been,—

Year.	President.	Vice-Presidents.	No. of Members.
1862.	H. J. Moore.	C. S. Greeley, A. W. Fagin.	675
1863.	G. Partridge.	C. S. Greeley, A. W. Fagin.	518
1864.	T. Richeson.	B. Able, C. L. Tucker.	725
1865.	B. Able.	E. O. Stanard, H. A. Homeyer.	990
1866.	E. O. Stanard.	A. H. Smith, D. G. Taylor.	1110
1867.	C. L. Tucker.	E. Ames, D. G. Taylor.	1068
1868.	J. J. Roe.	G. P. Plant, H. A. Homeyer.	1268
1869.	G. P. Plant.	H. A. Homeyer, Nathan Cole.	1332
1870.	W. J. Lewis.	G. G. Waggaman, H. C. Yeager.	1282
1871.	G. B. Allen.	R. P. Tansey, G. Bain.	1289
1872.	R. P. Tansey.	W. H. Scudder, C. H. Teichman.	1369
1873.	W. H. Scudder.	S. M. Edgell, W. M. Samuel.	1363
1874.	W. M. Samuel.	L. L. Ashbrook, J. F. Tolle.	1307
1875.	D. P. Rowland.	J. P. Meyer, W. M. Senter.	1442
1876.	N. Cole.	J. Wahl, F. B. Davidson.	1397
1877.	J. A. Scudder.	N. Schaefer, G. Bain.	1327
1878.	G. Bain.	H. C. Haarstick, Craig Alexander.	1290
1879.	J. Wahl.	M. McEnnis, W. J. Lemp.	1260
1880.	A. H. Smith.	C. E. Slayback, J. C. Ewald.	1303
1881.	M. McEnnis.	J. Jackson, A. T. Harlow.	3533
1882.	C. E. Slayback.	C. F. Orthwein, F. Gaiennie.	3565
1883.	J. C. Ewald.	D. R. Francis, D. P. Grier.	

Secretary and Treasurer, 1862, Clinton B. Fisk; 1863-64, J. H. Alexander; 1865-83, George H. Morgan.

Officers for the Year 1883.—President, J. C. Ewald; Vice-Presidents, D. R. Francis, D. P. Grier; Directors: 1883, Michael McEnnis, J. C. MacGinnitie, Charles W. Barstow, John P. Keiser, Charles S. Freeborn; 1883-84, Charles E. Slayback, D. P. Slattery, A. O. Grubb, L. C. A. Koenig, Ewing Hill; Secretary and Treasurer, George H. Morgan; Assistants, D. R. Whitmore, Lovell W. Stebbins; Caller, Joseph P. Carr; Assistant Caller, John D. Bell; Committee of Appeals, Stephen G. Price, J. D. Houseman, Jr., L. Methudy, Hugh Ferguson, Breedlove Smith, H. G. Bohn, D. L. Wing, E. F. Hoppe, John H. Evil, William Stobie, H. B. Eggers, Charles L. Thompson; Committee of Arbitration: First six months, Henry S. Platt, R. H. Allen, Jr., A. Weyl, D. H. Bartlett, Delos R. Haynes; Second six months, James M. Carpenter, F. W. Rockwell, A. F. Donk, C. Bernet, Joseph Lloyd; Door-Keeper, James P. Newell; Registry Clerk, Frank L. Stobie; Telegraph Clerk, Frederick L. Stobie; Messenger, Edward M. Pottle.

The merchants of St. Louis, and in fact the community generally, have just reason to be proud of their Exchange, which is universally recognized as being one of the most honorable and influential bodies in the country. It is not exaggeration to say that it is felt in the commerce of nearly every important

nation on the globe, commanding as it does the trade of the far-famed valley of the Mississippi, with its vast stores of produce and its busy hives of industry and thrift. Among its members have been not only many of the representative business men of St. Louis, but individuals who have been and now are conspicuous in national affairs. In its organization the Exchange is comprehensive and essentially democratic, its doors being open to the members of all honorable trades, professions, businesses, or callings. Among them are commission merchants, insurance men, millers, dealers in feed, grocers, flour dealers, produce merchants, brewers, teamsters, provision merchants, pork-packers, cotton buyers, fast freight transportation men, real estate men, manufacturers of paints, oils, and white lead, brokers, hide and wool merchants, maltsters, coal dealers, builders, blacksmiths, civil engineers, confectioners, coopers, cracker manufacturers, distillers, cider and vinegar manufacturers, druggists, farmers, foundrymen, hatters, hotel-keepers, ice dealers, iron manufacturers, lawyers, livery-stable keepers, lumbermen, manufacturers of macaroni, paper dealers, painters, printers, railroad men, rope manufacturers, salt dealers, manufacturers of soap and candles, street sprinklers, stove dealers, stockmen, tanners, tobacco dealers, wire manufacturers, undertakers, in short, the Exchange is thoroughly representative of the commercial and industrial activity of St. Louis, and embraces the great bulk of those who contribute most to the wealth and prosperity of the community at large. It has always maintained a high and rigid standard of commercial ethics, and has contributed immensely to secure for the business men of St. Louis that reputation for strictly honorable dealing which they enjoy throughout the commercial world.

The Cotton Exchange.—The first meeting of the organization now known as the St. Louis Cotton Exchange was held in the directors' room of the old Merchants' Exchange building, on Main Street, on Oct. 17, 1873. The officers of the Cotton Association (for so it was then called) were Theodore G. Meier, president; William M. Senter, vice-president; Myron Colony, secretary; and Messrs. William P. Shyrook, Henry Drucker, Miles Sells, S. A. Bemis, Harlow J. Phelps, D. W. Marmaduke, and John T. Watson, members of the directory. There had previously been held an informal gathering at the office of Theodore G. Meier, at which were present the gentlemen named above, together with Messrs. Ladd and Rowland. The association so established and subsequently incorporated (in August, 1874) comprised eighty-one members, who paid five dollars initiation fee each, and were assessed twenty dollars each for annual dues. At the

first formal meeting the question of a suitable location was discussed, and it was

"Ordered, That the room fronting on Main Street, third floor of building joining the Merchants' Exchange building, be rented for the use of this association at a rate of not more than twenty-five dollars per month."

At a subsequent meeting the president was authorized to procure "a telegraphic machine" for the "rooms," by which appellation the single apartment was officially dignified. Cotton warehousemen were made to feel the power of the association by being notified that "weighers *must* plainly state the condition of cotton upon their certificates, and the gross weight, tare, and net of the same."

At the fifth regular meeting was conceived the plan of offering large cash premiums on cotton at the approaching St. Louis Fair (1874), and it was "resolved that not less than ten thousand dollars be offered as premiums on cotton next fall." The Fair Association met this tender in a reciprocally liberal spirit, and the cotton men increased the sum to eleven thousand dollars. This relation existed up to 1881, and the premiums annually offered were an important factor in building up the cotton interest in St. Louis. On the ratifica-

tion of the articles of incorporation the Association changed its name to the Cotton Exchange, by which it is now known, raised its dues and initiation fee to fifty dollars each, and elected the following officers on Sept. 16, 1874: Theo. G. Meier, president; William M. Senter, vice-president; Myron Coloney, secretary; and Messrs. William P. Shyrock, Henry Drucker, Miles Sells, S. A. Bemis, Harlon J. Phelps, John T. Watson, and L. C. Norvell, directors.

In 1875 the Exchange removed to new quarters on Main and Chestnut Streets, where its membership increased to three hundred in 1880, although during the five years preceding the membership fee had been

successively advanced to two hundred and fifty dollars, then five hundred dollars, and finally to the present figure, one thousand dollars, the annual dues remaining, however, at fifty dollars. At the first regular meeting of the directory of 1875 the present secretary, C. W. Simmons, was chosen, and he bids fair to serve efficiently many more terms. The presidency since that period has been occupied successively by William M. Senter, W. P. Shyrock, M. C. Humphrey, J. H. Dowell (who died during his term, Mr. Senter filling the unexpired portion), D. P. Rowland, and James L. Sloss.

The present officers are William M. Senter, president; William L. Black, vice-president; C. W. Simmons, secretary and treasurer; Henry W. Young, assistant secretary; Directors, William M. Senter, Wm. L. Black, James L. Sloss, J. B. Fisher, Theo. G. Meier, D. P. Rowland, W. V. Johnson, M. C. Humphrey, and T. H. West.

The new Exchange building was erected by the Cotton Exchange Building Company, composed of Vice-President William L. Black, Silas B. Jones, William T. Wilkins, and Leonard Mathews. Its erection was necessitated by the marvelous growth of the cotton interest and the inadequacy of the old quarters to the demands

of the trade, and was determined on at a meeting of the directors of the Exchange in the month of November, 1879, at which D. P. Rowland, W. M. Senter, J. L. Sloss, and W. L. Black were appointed a committee to select a suitable location. The site chosen, southwest corner of Main and Walnut Streets, though "down town," has the desired advantage of being near the river, the base of cotton supplies, and is also the centre of the district almost exclusively occupied by cotton factors and others in the trade. The building, which was designed by H. W. Kirchner, architect, is five stories in height (eighty feet in all), and fronts eighty-five feet on Main



ST. LOUIS COTTON EXCHANGE,
Southwest corner Main and Walnut Streets.



W. M. Senter

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and one hundred and thirty-five on Walnut Street. There is ample accommodation for offices. The Exchange hall proper, seventy-six by fifty feet, is on the second floor, and is reached by a beautiful and capacious corridor and staircase. Architecturally, the building, designed after the *renaissance* school, is of stock brick, trimmed with stone and galvanized iron, the first story being of iron. The value of the ground and structure is about one hundred and twenty-five thousand dollars. Its construction occupied a year. The grand hall is a model in its natural wood finish, the elegance of its furnishing, and in the good taste displayed in the fresco decorations. The latter comprise scenes from life in the cotton-picking season, and panels with representations of an overflowing basket of the fleecy staple, a ship loaded with cotton, and a Mississippi River steamboat "baled" all over. The painting on twenty piers is emblematic of the manufactured cotton in its several stages, and on the west wall is an arrangement of State seals, those of Missouri, Tennessee, Arkansas, Texas, and Mississippi. The building is supplied with reading-rooms, electric clocks, bells, elevators, telegraph-offices, telephones, and other modern conveniences and business necessities. Upon the occasion of the dedication of the new building, May 4, 1882, speeches were made by present and past officers, and by ex-Governor Hubbard, of Texas, ex-Governor Stanard, of Missouri, and others. A silver service was presented to Vice-President Black, a collation was served, and a promenade concert was given in the evening.

William Marshall Senter, the able and energetic president of the Cotton Exchange, was born at Lexington, Tenn., April 11, 1831, the son of a prosperous farmer in that section. His mother was a native of North Carolina, and was of Scotch lineage. Up to the age of about eighteen young Senter assisted his father on the farm, and obtained a good common school education. He then engaged as a clerk in the dry-goods business at Trenton, Tenn., and after a suitable apprenticeship went into business for himself at that place. While residing in Trenton he married his present wife, Lucy Jane Wilkins. In 1863 he removed to Columbus, Ky., and remained in business there about a year. His success at both places caused him to seek a larger field for his operations, and in 1864 he removed to St. Louis, where he established himself as a commission merchant. His attention was soon directed to the cotton trade of St. Louis. Owing to the war the city was then handling considerable cotton, and Mr. Senter became impressed with the idea that this traffic could be retained. The receipt of fifty-six thousand bales in 1865-66 seemed

to justify this confidence, but in the years immediately following only an average of some twenty-eight thousand bales were handled. Nevertheless, Mr. Senter, who had become thoroughly identified with the cotton trade, maintained the correctness of his belief, and labored incessantly through years of discouragement to make his prediction good. He was an influential member of the Cotton Association, which was organized in 1870, and when, as we have seen, the present Cotton Exchange was established in 1873, he was the first vice-president, and is now in his third term as president.

As a result of the labors of Mr. Senter and others the cotton trade of St. Louis began ultimately to assume a shape that promised permanent success. In 1870-71 the receipts were only twenty thousand two hundred and seventy bales, but in 1871-72 no less than thirty-six thousand four hundred and twenty-one bales were handled in St. Louis. The completion of the Iron Mountain Railroad into the rich cotton-fields of Arkansas and Texas gave the trade a great stimulus; and when in 1873, Col. Paramore settled in St. Louis and laid before the cotton merchants his scheme for a gigantic cotton compress that should afford proper facilities for handling cotton on a large scale and with the utmost economy, in order to attract and provide for the growing trade of the Southwest, he found a willing co-laborer in Mr. Senter. The result of their joint efforts was the organization of the St. Louis Cotton Compress Company, which now has a paid-up capital of one million dollars, and manages the largest cotton compress and warehouse in the world. It is a fine monument to the wise forethought and liberal commercial spirit of its projectors. When Col. Paramore retired from the presidency of this corporation in 1881, Mr. Senter, who had been vice-president and one of the directors from the organization, succeeded to the vacancy.

When the Iron Mountain Railroad was about to pass out of Thomas Allen's hands into those of persons having no special interest in St. Louis, Mr. Senter was one of those who at once responded and took stock, to keep the control of the road at St. Louis. He also became a director of the road, and took an active part in the management, a connection which lasted until Jay Gould finally purchased the property.

Mr. Senter has also been an earnest and efficient promoter of Col. Paramore's Texas and St. Louis Railway (the "Cotton Belt Line"), and is the vice-president of the organization.

When the new Cotton Exchange was being erected, the builder became embarrassed and was unable to go

on with the work, whereupon Mr. Senter stepped to the front and organized a building company and tided the enterprise over the difficulty.

When St. Louis took her place as one of the assured cotton marts of the country, many American and foreign buyers with large capital made the city their headquarters, but the veteran house of Senter & Co. led them all, and has retained its acknowledged supremacy, having handled of late years over sixty thousand bales annually, representing a value of over five million dollars. Associated in the house of Senter & Co. is Mr. Senter's brother-in-law, W. T. Wilkins, who brought to the concern rare energy and ability.

As a business man of ripe judgment, Mr. Senter is in great request, but outside of the cotton interests his business connections are few. He has, however, been vice-president of the Merchants' Exchange, and is a director in the American Central Fire Insurance Company of St. Louis.

Personally, Mr. Senter is one of the most modest and unassuming of men, but in action he is energetic and intrepid. He is a member of the Baptist Church, and strives to leaven his business with his religious principles. The result is that no house in St. Louis enjoys a higher reputation as an honest, capable, and sound establishment.

Mr. Senter has had four children, three of whom are now living. One, a daughter, is the wife of A. B. Jones, a well-known lawyer of St. Louis.

The **St. Louis Board of Trade** was organized in the autumn of 1867, and its formal inauguration took place at the Polytechnic building on the evening of October 17th of that year, the address on that occasion being delivered by Hon. Henry T. Blow. The board held a meeting at the same place on the 1st of November, 1867, which was called to order by the president, Adolphus Meier, who laid before it the report of Messrs. Wayman Crow, Henry T. Blow, and Isidor Busch, "a special committee appointed to consider and report upon a communication from the Birmingham, England, Chamber of Commerce, recommending the adoption of an international law." The Board of Trade has continued in active and successful operation since then down to this writing, its officers (1882) being C. I. Filley, president; Joseph A. Wherry, first vice-president; C. L. Thompson, secretary and treasurer; E. C. Simmons, Joseph O'Neil, E. K. Holton, J. E. Shorb, John Cantwell, E. A. Hitchcock, N. C. Chapman, I. M. Mason, and S. H. Lafin, directors.

Mechanics' Exchange.—In 1839 the leading mechanics of the city, in order that there might be unity

in their efforts, and that co-operation might be secured among them, called a meeting for the purpose of forming a Mechanics' Exchange. At this meeting Capt. David H. Hill presided, and Louis Dubreuil was appointed secretary. Five persons were chosen to select a committee from the different departments of business, one to be selected from each branch, to draft a constitution, by-laws, etc. The five gentlemen thus chosen were R. N. Moore, J. M. Paulding, Asa Wilgus, William A. Lynch, and John H. Ferguson, who after consultation submitted the following names: Joseph C. Laveille, carpenter; Daniel D. Page, baker; Asa Wilgus, painter; Isaac Chadwick, plasterer; Samuel Gaty, founder; Thomas Andrews, copper-smith; George Trask, cabinet-maker; John M. Paulding, hatter; James Barry, Chandler; James Love, blacksmith; Joseph Laiden, chair-maker; Wooster Goodyear, cordwainer; William Shipp, silversmith; John Young, saddler; B. Townsend, wire and sieve manufacturer; J. Todd, burr millstone manufacturer; Thomas Gambal, cooper; Francis Raborg, tanner; S. C. Coleman, turner; N. Paschall, printer; John G. Shelton, tailor; B. L. Turnbull, bookbinder; Charles Coates, stone-cutter; Anthony Bennett, stone-mason; David Shepard, bricklayer; I. A. Letcher, brick-maker; William Thomas, ship-builder; Samuel Hawkins, gunsmith; Samuel Shawk, locksmith; A. Oakford, comb-maker; N. Tiernan, wheelwright; J. B. Gerard, carriage-maker; Moses Stout, plane-maker; James Robinson, upholsterer; and J. Bemis, machinist. From this meeting resulted the organization of the mechanics, and ultimately the formation of a Mechanics' Exchange.¹

In 1852 a new Exchange was organized, a meeting for that purpose being held at the Criminal Court room on the 23d of February. At this meeting Col. Thornton Grimsley was called to the chair, and Rufus Kayser was appointed secretary, after which Mr. Goodin, chairman of a committee appointed at a previous meeting, reported as follows:

"Your committee, appointed at a primary meeting of the master-mechanics of St. Louis, held on Thursday evening, the 12th instant, to prepare a plan of organization, would report recommendatory, as follows:

1st. That we proceed at once to an organization, under the name and style of the Mechanics' and Manufacturers' Exchange and Library Association of St. Louis, by the election of the following officers: president, vice-president, corresponding secretary, recording secretary, treasurer, and a board of seven directors, the president of the association to be *ex officio* chairman of the board of directors.

2d. That any mechanic or manufacturer residing in the county of St. Louis shall, upon the payment of ten dollars, the amount

¹ Edwards' Great West, p. 365.

of annual subscription, be entitled to the full privileges of membership for one year.

"3d. That the board of directors, as soon as elected, shall be instructed to report to the association for the government of the same a constitution and by-laws.

"THORNTON GRIMSLEY,

"CHARLES H. PECK,

"P. WONDERLY,

"J. C. EDGAR,

"R. KEYSER,

"JOHN GOODIN,

"Committee."

The report was unanimously adopted, and the following resolutions were afterwards offered and adopted:

"Resolved, That at the first meeting of the subscribers to the association it be made the special order of business to elect the following: president, vice-president, corresponding secretary, recording secretary, treasurer, and a board of seven directors.

"Resolved, That a committee of three be appointed in each ward of the city to obtain subscriptions of members."

The following committees were afterwards appointed, in accordance with the resolution: First Ward, J. Dunn, F. Saler, L. W. Peck; Second Ward, Richard Ivers, Morris Pawley, S. E. Selleck; Third Ward, J. P. Camp, C. H. Peck, James Luthey; Fourth Ward, Rufus Keyser, Frank Weston, Mahlon Weber; Fifth Ward, J. C. Edgar, W. F. Stacy, P. Kingsland; Sixth Ward, J. C. Cochran, Linus Jackson, Archibald Carr.

The present Mechanics' Exchange was organized in 1856 by A. Ittner, Thomas Rich, A. Cook, W. Stamps, James Garvin, C. Lynch, J. Locke, James Luthy, and others. The first president (elected in 1856) was N. M. Ludlow. In 1857-58 the rooms of the association, which was then known as the Mechanics' and Manufacturers' Exchange, were located at No. 63 Chestnut Street, between Third and Fourth Streets. The objects of the association, as stated at the time, were "the encouragement, development, and promotion of the mechanical and manufacturing interests of the city, and the arbitration of all errors and misunderstandings between its members and those of the community having business with them." The rooms were kept open on business days from seven o'clock A.M. until six o'clock P.M., the general assembling hour being from eleven to twelve o'clock. Each member was entitled to a "communication box," the use of the reading-room, library, stationery, etc., without extra charge. The terms of membership were ten dollars per annum, payable half-yearly in advance.

The officers in 1858 were W. Stamps, president; N. M. Ludlow, first vice-president; E. N. Leeds, second vice-president; R. M. Parks, treasurer; Henry Weissenfels, secretary. Committee of Arbitration,

John Andrews, William Barron, Philip Wilson, James L. Gage, P. Gregory, John B. Gibson, P. Harvey, Andrew Middleton; Committee of Appeal, Charles H. Peck, Samuel Robbins, W. F. Cozzens, John Evill, W. G. Clark, L. D. Baker, W. H. Markham.

The avocations of the members at this time were: architects, superintendents, and builders, 110; hatters and fur dealers, 4; bricklayers, 60; wire manufacturers, 1; boot and shoe dealers, 3; paper-hanging establishments, 2; stationers and booksellers, 3; carriage- and wagon-makers, 5; stone-masons, 9; lumber dealers, 13; stone-cutters, 8; tin and stove dealers, 9; hardware dealers, 3; wood-turners, 2; galvanized iron-work, 7; saw-milling, 15; stone-pavers, 4; varnish manufacturers, 1; terra-cotta work, 9; painters, 8; lime-burners, 6; cement dealers, 2; gas-fitters, 5; plumbers, 10; planing-mills, 5; mastic work, 2; wrought- and cast-iron-work, 17; brick-makers, 20; plasterers, 11; marble dealers, 8; composition-, metal-, and slate-roofers, 14; sundry other kinds of business, 24; total, 401.

Persons, not members, residing in or out of the city, who desired to exhibit models, works of art, etc., had the privilege of using the large hall for that purpose, if acceded to by the secretary or any other officer of the institution.

The present Exchange was chartered in 1875, with an authorized capital stock of two thousand five hundred dollars.

On the 12th of February, 1879, the Exchange entered upon the occupation of its new quarters, comprehending the entire fifth floor of the then recently completed Hunt building, No. 106 North Fourth Street, which had been leased to the organization by Mr. Hunt. The president of the Exchange, W. W. Polk, and the vice-presidents, Thomas F. Hayden and Francis Hawkins, welcomed the members.

At the present time the membership numbers several hundred. The present board of officers is composed of Anthony Ittner, president; T. P. McKelleget, first vice-president; W. J. Thorn, second vice-president; William Stamps, treasurer; and W. R. Dalton, secretary. Directors, J. Green, P. Mulcahy, H. Gundaker, J. Methudy, M. Hudson, and W. Adams.

Among the most active and energetic members of the Mechanics' Exchange was Joseph K. Bent, on the occasion of whose death the Exchange adopted resolutions expressive of regret at the loss of an esteemed member, a valued friend, and one of the foremost builders of the city. Mr. Bent was born in Wendell, Mass., Nov. 16, 1816. His

parents were descended from the old settlers of Massachusetts, and the family was widely and favorably known. His uncle, Joseph Kilbourn, was a wealthy cotton broker in Augusta, Ga., and one of his two brothers was a prosperous cotton broker in New Orleans. Joseph K. received a good common-school education, and then learned the trade of a carpenter and builder. His parents went West in the "'30's" for their health, and settled at Liberty, Clay Co., Mo., where, July 3, 1839, Mr. Bent was married to Miss Sabrina Phelps, daughter of William W. Phelps, a well-known and influential gentleman of that region, and a descendant of the famous Phelps family of Western New York, after whom the village of Phelpstown was named. At Liberty, Mr. Bent attempted to practice the profession of an architect, but the field being very limited, he removed to St. Louis, Oct. 25, 1839, and was soon actively engaged in building. During the forty years that followed he transacted a large and flourishing business as contractor. Up to the year 1868 he conducted the business alone, but in that year he admitted his son, William E. Bent, as a partner, the firm-name being Joseph K. Bent & Son. Mr. Bent's name is indelibly associated with some of the largest and most costly buildings erected in St. Louis. He did the carpenter-work for the new Merchants' Exchange, the immense Barr building at Sixth and Olive Streets, and the First Presbyterian Church on Lucas Place, and had the entire contract for building the Third National Bank, and many large stores on Fourth and Fifth Streets, in the business portion of the town, as well as numerous handsome and costly private residences in various parts of the city. In his day he was one of the largest, as well as one of the best, builders St. Louis possessed. In addition to his building enterprises he for several years managed a planing-mill, manufacturing work for his own buildings as well as for others.

Mr. Bent died on the 21st of March, 1880, leaving a comfortable estate to his widow and children. He was a faithful member of the First Presbyterian Church, and bore his last illness with Christian fortitude. He was a member of no secret or other society except the Mechanics' Exchange, in which he took a deep interest. He was thoroughly devoted to his profession, and in the management of his large and exacting business made numerous friends, being eminently of a social nature. He was a man of unusual decision of character, and enjoyed the implicit confidence and respect of all who knew him.

The **St. Louis Real Estate Exchange** is located at 212 North Sixth Street, and its officers (1882) are

Charles Green, president; M. A. Wolff, vice-president; Leon L. Hall, secretary and treasurer; Charles Green, Theophile Papin, J. S. Farrar, F. L. Haydel, J. L. January, William C. Wilson, and John Maguire, directors.

St. Louis Mining and Stock Exchange.—In 1874 the St. Louis Mining Exchange was established at the southeast corner of Fourth and Elm Streets, by M. S. Mephram & Co., as a headquarters for persons engaged in mining or the sale of mineral lands. A large number of persons interested in minerals rented offices in the building, all being located at convenient distances apart on the first floor, and separated from each other by neat railings. Cases were fitted up for the display of Missouri minerals, and a complete and handsome collection was secured, together with specimens of fossils, Indian curiosities, and relics of the civil war, the latter presented by Gen. John B. Gray.

The St. Louis Mining and Stock Exchange was organized in the fall of 1880, and held its first meeting at its rooms on Third Street, between Olive and Locust, Dec. 2, 1880, on which occasion the Exchange was formally opened for business at eleven o'clock. The officers at the time were: President, James Baker; Vice-President, Thomas Richeson; Treasurer, Francis T. Iglehart; Secretary, Theodore W. Heman; Directors, G. W. Chadbourne, Charles F. Orthwein, Francis T. Iglehart, J. W. Paramore, John W. Noble, D. P. Rowland, Thomas Richeson, E. S. Chester, T. W. Beman, W. R. Allen, D. R. Francis, James Baker, John E. Ennis.

The **St. Louis Coal Exchange** was organized June 1, 1879, for the purpose of developing the coal trade of the city, and for the mutual protection of dealers and shippers of coal.

The officers of the Exchange are Alexander Hamilton, president; C. E. Gartside, treasurer; and William Lackman, secretary. The Exchange is located at No. 108 North Fourth Street.

Boatmen's Exchange.—In 1868, Charles P. Chouteau erected a handsome building on the Levee at the corner of Vine Street, for the purposes of a Boatmen's Exchange. The building presented quite a striking appearance, having a front of about sixty feet and a height of ninety feet. The material used in its erection was principally brick, but the front was of Chicago stone from the Lemont quarries. The rear faced on Commercial Street, and had also a handsome exterior. The style of architecture was Italian. The architects were Messrs. Barnard & Piquenard. The cost of the building was about eighty thousand dollars.

St. Louis Furniture Exchange.—In October,



Joseph K. Bent

LIBRARY
OF THE
UNIVERSITY OF WISCONSIN

1879, there was quite a formidable strike among the furniture-workers of the city, and at the suggestion of George A. Rubelmann, a prominent dealer in cabinet hardware, a meeting of the furniture manufacturers was held, at which the desirability of union in the existing emergency was conceded and the organization of a Furniture Exchange determined. On the 26th of October, 1879, the following officers were elected: President, Daniel Aude; Vice-President, D. S. Horne; Treasurer, J. H. Koppelman.

The strike soon collapsed, but the organization continued, and now embraces about fifty of the leading manufacturers of the city. The Exchange meets at Sixth and Morgan Streets, where it has convenient rooms and supports a monthly paper, *The St. Louis Furniture Manufacturer*. The present officers of the Furniture Exchange are: President, Charles Spier; Vice-President, Frank Prange; Secretary, F. Hanpeter; Treasurer, J. H. Koppelman.

The **St. Louis Manufacturers' Association** was organized on the 27th of March, 1874. The meeting for the purpose, which was held in the directors' room of the Merchants' Exchange, was called to order by Adolphus Meier, who announced that it was an adjourned meeting, G. B. Allen having been chairman of the previous meeting. At this meeting Mr. Allen had been appointed to draft a constitution, by-laws, and rules of order for the prospective association.

Mr. Allen read the document prepared by him, which, on motion of Giles F. Filley, was adopted as a whole.

The election of officers was then proceeded with by ballot, Gerard B. Allen being elected president, and Thomas Richeson vice-president.

The constitution provided that the secretary and treasurer, which offices should be united in one person, should be appointed by the executive committee, which should be appointed by the president.

The **Bureau of Labor Statistics** was instituted under an act of the General Assembly of Missouri in March, 1879. The second section of the act establishing the bureau defines its objects. It is "to collect, assort, systematize, and present in annual reports statistical details relating to all departments of labor in the State, especially in relation to the commercial, industrial, social, educational, and sanitary condition of the laboring classes, and to the permanent prosperity of the productive industries of the State." The general offices are located in St. Louis. The expense of the bureau up to Dec. 31, 1880, was one thousand four hundred and forty-six dollars and thirty cents. H. J. Spaunhorst is the commissioner.

The **Missouri State Board of Immigration** was

created by an act of the Legislature of Missouri in March, 1879, its object being to advertise the resources of the State and invite immigration. The officers appointed when the board was created were Andrew McKinley, of St. Louis, president; A. Steinaecker, of St. Joseph, auditor; and John M. Richardson, of Carthage, Mo., secretary. The commissioners were to serve for a term of four years. An appropriation was made by the State for the first two years of eight thousand dollars, and for the next two years of twenty thousand dollars. The board has issued several papers relating to the agricultural, mining, and manufacturing capabilities of the State, sixty thousand copies of the "Hand-Book of Missouri," and fifty thousand copies of a smaller pamphlet and map, which have been distributed in other States and in Europe. The board has conducted in the past and continues to conduct an extensive correspondence with intending immigrants and capitalists. The invitation extended to immigrants does not come from great land proprietors and speculators, with specious and exaggerated statements, to induce them to take their property at fancy prices, but from the whole people, through their representatives in the Legislature of the State. They are invited because it is believed that the undeveloped resources, once understood and put in process of development, will enhance the value of every property in the State; because every acre put under cultivation, every mine opened and worked, every mill and factory built, and every new industrial enterprise started will benefit the already existing industries, create new markets, and increase the commerce and material wealth of Missouri.

CHAPTER XXXII.

BANKS, AND OTHER FINANCIAL INSTITUTIONS, AND BANKERS.

WHEN the white settlers first occupied the site of St. Louis, the currency in use among the Indians was mainly wampum, or peag, or wampumpeag, as it was variously called. It consisted of dark purple and white beads, made out of shells or stone, and pierced for stringing. The purple beads had twice the value of the white, and when arranged in strings or belts were used as articles of jewelry. As currency, wampum was used in strings and valued according to measure, a fathom, or belt, consisting of three hundred and sixty beads. At an early period the settlers, in trading with the Indians for furs and peltries, some-

times used wampum, but as it was liable to deterioration by wear and use, and became overabundant, besides not being of a character to satisfy foreign debts, it soon ceased to be current and was abolished as a nuisance.

When the early settlers received gold and silver, they hoarded it up to pay for foreign commodities, and to supply its place for making "change" began to use a "barter currency."¹ Beaver-, otter-, raccoon-, pechon-, muskrat-, mink-, gray-squirrel, buffalo-, and deer-skins, beef-hides, bacon, beeswax, country-made sugar, whiskey, and lead constituted the first currency of St. Louis.²

¹ Writing on this subject, Mr. Billon says, "The French word *livre* signifies in English a book, a pound-weight, and down to the date of the French Constitution of 1792 was the name of a coin of the value of eighteen and one-half cents of our currency, which for long centuries back, under the ancient monarchy of France, was established as the unit of that nation, in which all their money calculations were figured up and their account-books kept.

"The French Revolutionists, in their zeal to do away with everything that savored in the slightest of the *ancien régime*, abolished the *livre* and substituted therefor their new coin, the *franc*, which they made one mill, or the one-tenth of a cent, heavier than the *livre*, otherwise it would have been merely the same old thing with a new name, since which day the word *livre*, as applied to a money coin, has become obsolete, and is known but to few of the present age. The par value of five *livres*, by act of Congress, was ninety-two and one-half cents, United States currency, and that of five *frances*, ninety-three cents.

"As this term *livre* occurs in every French document on record in the archives relating to money matters, the persons who were employed to translate these papers into English some years back, being doubtless ignorant that there ever had been a coin of that designation, have almost invariably translated it into 'pound,' thereby making the document translated meaningless in its most essential particular, the consideration.

"Let it be understood that the above remarks in relation to the *livre* apply solely to the mode of keeping their accounts, there being but little of any coin seen in the country, the circulating medium being furs and peltries at a fixed price per pound, —forty cents for finest, thirty for medium, and twenty cents inferior. Whether established by law or custom does not appear, but, unless otherwise stipulated by contract, all transactions were understood to be in the above medium. After the transfer to Spain the coin of that kingdom began to appear, but in very limited amounts, as we find a few transactions for 'hard dollars,' in contradistinction of the soft, or 'fur dollars.'

"As to paper money, none had ever been seen in the country at that early day, and even had there been any, but few could have made out the denomination.

"Even after the transfer to the United States transactions were made in peltries, as we find that Judge John B. C. Lucas made his first purchase of a house for his residence from Pierre Duchouquette and wife, Dec. 14, 1807, for six hundred dollars in peltries."

² The following advertisements, taken from the files of the old *Missouri Republican*, show that barter currency was very generally in use in St. Louis at a late period :

Jan. 4, 1809.—"Have just received and offer for sale an assortment of dry-goods, consisting of the following, viz.: Cont-

In many instances taxes were collected in kind, and fees were established in barter.

It was long before the tide of immigration brought to the people a small supply of silver coin. This

ings, flannels, blankets, velvets, cassimeres, linens, muslins, checks, sannas, baftas, gingham, cambrics, hose, handkerchiefs, threads, sewing-cotton, sewing-silk, buttons, shoes, hats, paper, blank-books, pins, needles, etc.

"Also a small assortment of groceries, viz.:

"Young Hyson and Hyson skin teas, best green coffee at sixty-two cents, loaf and lump sugar at fifty cents, Muscovado sugar at fifty cents, black pepper, Spanish segars per box, hundred, or dozen, indigo, etc., with a general assortment of queen's penciled and enameled ware.

"The above goods were purchased in New York for cash, and will be sold as low as any in the Territory for cash, or lead at six dollars per hundred, delivered at Ste. Genevieve or Herculaneum.

"Ste. Genevieve."

"H. AUSTIN & Co.

Jan. 11, 1809.—"Just received and opened at the store of Bernard Pratte a complete assortment of dry-goods, groceries, liquors, iron, and steel, which will be disposed of at a moderate advance either for cash or pork."

Oct. 19, 1809.—"The subscriber respectfully informs the citizens of Ste. Genevieve that he has just opened at the new store, opposite the billiard-room, a handsome and general assortment of hardware and groceries, which he will sell wholesale on the most advantageous terms for cash, lead, or approved notes.

"JOHN GORDON."

Dec. 21, 1809.—"I wish to purchase a quantity of beef-hides of a good quality. A generous price will be given in cash or goods from those indebted to the subscriber. Hides will be taken in payment.

"GEORGE DALE."

April 26, 1810.—"The subscriber has just opened a quantity of bleached country linen, cotton cloth, cotton- and wool-cards, iron, German steel, smoothing-irons, ladies' silk bonnets, artificial flowers, etc. Also a handsome new gig, with plated harness, cable and cordelle rope, with a number of articles that suit this country. He will take in payment fur, hides, whiskey, country-made sugar, bacon, and beeswax.

"JOHN ARTHUR."

"P.S.—A negro girl eighteen years of age, a good house-servant, for sale."

May 2, 1811.—"The copartnership of Audubon & Rozier is this day dissolved by mutual consent. Those indebted are requested to make immediate payment to Ferdinand Rozier, who is duly authorized to settle all the business of said firm.

"JOHN AUDUBON."

"FERDINAND ROZIER."

"The subscriber begs leave to inform his friends and the public that he has purchased that valuable stock of goods formerly owned by Audubon & Rozier, on such terms as to enable him to dispose of them by wholesale or retail unusually low for cash, or to punctual customers on short dates. The best market price will be given for lead in exchange for goods.

"FERDINAND ROZIER."

"Ste. Genevieve, April 6, 1811."

Jan. 4, 1812.—"Look here! The subscriber has removed to the house adjoining Mr. Dongan's silversmith-shop, on Main

was usually in the shape of Spanish milled dollars, and did not satisfy the demand for small change. For the purpose of making change the people cut the dollars into pieces worth twenty-five cents and twelve and a half cents each, which were nicknamed "sharp-shins." This class of currency soon became very redundant and, of course, very unpopular, and in time ceased to pass except at a great reduction, or as old silver. Smaller sums than twelve and a half cents were given out by store-keepers in pins, needles, writing-paper, etc.

In framing the Constitution (1789), the right to coin money and regulate its value was given to Congress, the States being prohibited from making anything but gold and silver coin a legal tender, with the avowed purpose of establishing a specie currency as the national standard of value. But the States each claimed the right to incorporate banks, and Pennsylvania had taken a leading step in this direction by chartering, in 1781, the Bank of North America. This was the first bank which issued convertible notes. On Sept. 2, 1789, the Treasury Department was established, and Alexander Hamilton was appointed secretary. He proposed the scheme of the first national bank of the United States, which was chartered by Congress in 1791. Its charter was for twenty years, and it issued no notes under ten dollars. Questions of coinage were taken up by Congress as early as 1781, but it was not until July 6, 1785, that the "dollar" was adopted. On Aug. 8, 1786, a mint law was passed, but after being modified Oct. 16, 1786, it was not approved until Sept. 2, 1792. Silver was first coined in 1794, and gold in 1795.

Banks at this time were political engines, and the charter of the Bank of the United States having expired, its renewal was refused, and it went into liquidation in 1811. A large number of State banks at once sprang up, and a wild inflation of paper money prepared the way for a sad condition of financial affairs. Immediately on the declaration of war with Great Britain in 1812, all the banks in the Middle and Southern States except New York suspended payment, and the New York banks had to succumb in 1814, amid the closing scenes of the war. The

New Orleans banks suspended in April, 1814, the banks of Philadelphia Aug. 30, 1814, and those of the Middle and Southern States within a fortnight later. Those of Ohio and Kentucky had specie until Jan. 1, 1815, and while a few in Maine ceased payment early in 1814, the banks in the rest of New England did not suspend at all.

Banks now multiplied faster than ever, and the old ones increased their issues. The notes required elaborate quotations, and brokers had a rich harvest in negotiating them. The war with Great Britain had very little effect upon St. Louis, but at its close immigration from the old States poured rapidly into the town. The new settlers brought more or less money and property with them, and introduced some changes in the customs and modes of living. About this period began that era of prosperity which has continued ever since, and which has been a conspicuous feature of the city's history. Enterprising traders took up their abode in the town and commenced successful business. The new buildings that were erected were more tasteful in appearance than the old; a new vitality appeared to quicken the sluggish channels of business, and an atmosphere of thrift and comfort was created. The money which the new inhabitants now brought in, and which had been paid by the United States to the militia during the war, and to the regulars stationed in or passing through the town, turned the heads of all the people, and gave them new ideas and aspirations, so that by 1819 the whole country was affected with a mania for speculating in lands and town lots.¹

St. Louis boasted in 1816 of having a business capital of nearly one million dollars, but complained that it did not enjoy the advantages of a bank, although the Territorial Legislature granted a charter for one as early as Aug. 21, 1813.² All the leading

¹ On the 9th of January, 1818, the following notice appeared: "St. Louis Exchange and Land Office. The undersigned having opened an office as broker for the Missouri and Illinois Territory, informs the public that he is now ready for the purchase and sale (on commission only) of houses and lands, United States stock, etc.

"S. R. WIGGINS."

² The *Missouri Gazette* of July 13, 1816, says,—

"The opulent town of St. Louis may boast of a capital of nearly one million, and has few manufactories, no respectable seminary, no place of worship for dissenters, no public edifices, no steam mill or boat, no bank, and (I was going to say) no effective police. Mr. Philipson has lately established an excellent brewery, where excellent beer and porter are made. Mr. Wilt erected a red and white lead manufactory, and threw into the market several tons of that useful article; his red lead has been admired as superior to that imported. Mr. Hunt's tanning establishment is of primary importance. Mr. Henderson's soap

Street, St. Louis. He has on hand a heap of whiskey, plenty of peach-brandy, linsey, country linen, shoes, cut and hammered nails, cotton and cotton cloth, bed-cords, etc., which he will sell low for cash or beef-hides, delivered at the store or at Squire Moorehead's slaughter-yard.

"FRED. YIEZER.

"N.B.—No credit may be expected, as the subscriber has (unfortunately) never learned to write."

citizens of the town felt that a bank was a necessity, and they made great efforts to establish one. They did not succeed, however, until September, 1816, when the Bank of St. Louis was first opened for business, as will be seen elsewhere.

The State banks in other sections of the Union had by this time flooded the country with their issues, and the result was a succession of speculations, revulsions, panics, and general depression in business. The year 1817 was considered "a period of gloom and agony; no money, either gold or silver; no paper convertible into specie; no measure or standard of value left remaining; no price for property or produce; no sales but those of the sheriff and the marshal." It was upon this troubled sea that the fortunes of the Bank of St. Louis were cast. It conducted its business after the prevailing fashion. Instead of restraining speculation, it joined in the race for wealth and flooded the country with its issues. As a consequence it ceased to exist within three years.

Shortly after the Bank of St. Louis began business the Bank of Missouri was organized, and incorporated Feb. 1, 1817. The commissioners appointed to receive subscriptions to its capital stock of two hundred and fifty thousand dollars were Charles Gratiot, William Smith, John McKnight, Jean B. Cabanné, and Matthew Kerr. The first president was Auguste Chouteau, and the first cashier Lilburn W. Boggs. The institution being a depository of the public moneys, it entered upon its career with the confidence of the public, but, like most banks of the day, it followed the course marked out by the Bank of St. Louis, and failed like its predecessor with great loss to many deserving and industrious citizens.

and candle manufactory would be of great utility if it only received that patronage the proprietor so richly merits.

"I have no doubt but that brickmakers and bricklayers, carpenters who could be satisfied with a moderate compensation for their labor, black- and whitesmiths, silversmiths, woolen- and cotton-carding and spinning-machines and managers, tobaccoists, nailers, gunsmiths, coopers, pump-makers, stocking-weavers, wagon-makers, stone-cutters, boat-, barge-, and ship-builders, rope-makers, cutlers and tool-makers, skin-dressers, and many other employments would do well here. A man of capital and enterprise would soon accumulate a large fortune by erecting a steam flour- and saw-mill in this place; wheat sells here at one dollar per bushel (abundance raised in the country), and good merchantable flour is sure to command from eight to ten dollars per barrel. Corn generally rates at from twenty-five to fifty cents, and will bring in meal from fifty to eighty-seven and one-half cents per bushel. Pine boards sell at four dollars, and oak and ash at two and three dollars per hundred feet. Saw-logs could be brought to town at one dollar each. Five thousand barrels of whiskey are annually received here from the Ohio, and sold at seventy-five cents per gallon, while thousands of bushels of grain are offered at a low price to any enterprising man who will commence a distillery."

Governor Ford, in his "History of Illinois," says emigrants brought money into the State at this period in great abundance. "The owners," he adds,

"had to use it some way, and as it could not be used in legitimate commerce in a State where the material for commerce did not exist, the most of it was used to build houses in towns which the limited business of the country did not require, and to purchase land which the labor of the country was not sufficient to cultivate. The United States government was then selling land at two dollars per acre, eighty dollars on the quarter-section to be paid down on the purchase, with a credit of five years for the residue. For nearly every sum of eighty dollars there was in the country a quarter-section of land was purchased, for in those days there was no specie circulation to restrain unwarrantable speculation; but, on the contrary, the notes of most of the numerous banks in existence were good in the public land offices. The amount of land thus purchased was increased by the general expectation that the rapid settlement of the country would enable the speculator to sell it for a high price before the expiration of the credit. This great abundance of money also, about this time, made a vast increase in the amount of merchandise brought into the State. When money is plenty every man's credit is good. The people dealt largely with the stores on credit, and drew upon a certain fortune in prospect for payment. Every one was to get rich out of the future emigrant. The speculator was to sell him houses and lands, and the farmer was to sell him everything he wanted to begin with and to live upon until he could supply himself. Towns were laid out all over the country, and lots were purchased by every one on credit; the town-maker received no money for his lots, but he received notes of hand, which he considered to be as good as cash; and he lived and embarked in other ventures as if they had been cash in truth. In this mode, by the year 1820, nearly the whole people were irrecoverably involved in debt. The banks in Ohio and Kentucky broke one after another, leaving the people of these States covered with indebtedness and without the means of extrication. The banks at home and in St. Louis (as we have seen) ceased business. The great tide of immigrants from abroad, which had been looked for by every one, failed to come. Real estate was unsalable; the lands purchased of the United States were unpaid for and likely to be forfeited. Bank notes had driven out specie, and when these notes became worthless there was no money of any description left in the country."¹

In 1822 there was a pressing scarcity of money; in 1825, 1826, 1827, and 1828 convulsions and bankruptcy among the banks. Kentucky, Tennessee, Illinois, and Missouri tried stay laws, tender laws, and paper issues in every form. Kentucky tested the experiment most thoroughly; the others desisted sooner. In 1829 and 1830 the gloom which had brooded so long over the country was dispelled and a brighter prospect was unfolded. For the first time for eight years the natural course of trade had brought a balance of specie of eight and a half millions of dollars into the country. In 1828, in the election of Gen. Jackson to the Presidency, the people began to evince hostility to every form of paper money, and in his first message to Congress President Jackson charged

¹ Page 43.

the United States Bank, which had been chartered in 1816, and which had established a branch in St. Louis with Col. John O'Fallon as president, with having "failed in the great end of establishing a uniform and sound currency." The friends of the bank defended it, and the leading political parties took sides, one for, the other against, the bank. The citizens of St. Louis who favored the bank gave expression to their feelings at a public meeting held in the town hall on the afternoon of July 24, 1832. Dr. William Carr Lane presided at the meeting, and James L. Murray was appointed secretary. A committee consisting of Messrs. Edward Bates, Pierre Chouteau, Jr., George Collier, Thornton Grimsley, Henry S. Geyer, and Nathan Ranney presented the following resolutions, which were adopted:

"Resolved, That we view with deep mortification and regret the President's veto of the bill which recently passed both houses of Congress to continue for a limited time the charter of the Bank of the United States.

"Resolved, That, in our opinion, the Bank of the United States is greatly useful and convenient to the government as a fiscal agent, highly beneficial to the nation at large, and indispensably necessary to the commercial prosperity and individual comfort of the Western people, and its existence is as strictly accordant with the principles laid down in the Constitution as its operations are with the welfare of the community.

"Resolved, That in the present condition of the commercial and pecuniary affairs of this section of the Union, if the bank should be driven, by fear of the consequences of the President's veto, to curtail the discounts and withdraw its paper from circulation, one universal scene of distress and ruin will pervade the whole Western country.

"Resolved, That a committee be appointed to draft an address to the people on the subject of the re-charter of the Bank of the United States, and on the principles and doctrines of the veto message."

The chair appointed Dr. George W. Call and Messrs. Frederick Hyatt, Matthew Kerr, Asa Wilgus, Thomas Cohen, and James L. Murray to compose the committee under the last resolution.

Gen. Jackson had also a great many friends and admirers in St. Louis, and on the evening of the same day they held a meeting in the town hall, at which Dr. Samuel Merry and Absalom Link presided, and William Milburn acted as secretary. Col. George F. Strother made an address, after which Messrs. E. Dobyns, John Shade, James C. Lynch, L. Brown, B. W. Ayres, J. H. Baldwin, and P. Taylor were appointed to draft resolutions. Subsequently the veto message was read, and the following resolutions were adopted:

"Resolved, That this meeting view all banks and banking institutions possessing exclusive privileges and powers of monopoly as of dangerous tendency in a government of the people, calculated in their nature to draw distinctions in society and build up family nobilities.

"Resolved, That this meeting do concur with Gen. Jackson in the view which he has taken of the United States Bank, with its privileges, powers, and unconstitutionality.

"Resolved, That this meeting view the stand which Gen. Jackson has taken against the moneyed powers of Europe and America as a mark of firmness and patriotism not surpassed by any patriot or statesman since the light of liberty first dawned upon our country.

"Resolved, That he is entitled to the fullest confidence of this meeting and of the American people for his undiminished firmness.

"Resolved, That this meeting will, by all honorable and proper means, contribute all in their power to sustain him in his position against the bank."

During the time that the Branch Bank of the United States was in operation in St. Louis it had the confidence of the community, and was of great advantage to its business interests. It closed its career with great credit to its managers, for when the accounts were settled it was found that the government had sustained a loss of only one hundred and twenty-five dollars. On July 10, 1832, President Jackson vetoed a recharter for the parent bank, and in 1836, its twenty years' charter from the Federal government having expired, it was rechartered by the State of Pennsylvania. In 1837 and 1839 it suspended specie payments, and Feb. 4, 1840, it suspended finally, the stockholders losing everything.

Upon the abolition of the Branch Bank of the United States the Cincinnati Commercial Agency established a branch in St. Louis, and by means of its ample capital and liberal dealing gained the confidence of the public. The general government deputed the agency as its fiscal agent, and the new bank assumed the business of the Branch Bank of the United States, and imparted new vigor to business, which had begun to languish for the want of pecuniary support. With the aid of government deposits the agency made considerable money, and its success excited the jealousy of the merchants, who had long wished for a bank of their own, and who for several years had been trying to effect that object, but who had been opposed by others who dreaded the great influx of paper and a repetition of the disasters which had overtaken the banks that had previously been established in the city. The merchants, however, determined to make another effort, and the first bill presented to the Legislature in 1837 was one to charter "The Union Bank of Missouri." The bill was amended and changed, and on Feb. 1, 1837, the charter of "The Bank of the State of Missouri," which had been passed, was signed by the Governor and became a law. Hugh O'Neill, Henry Walton, John B. Sarpy, George K. McGunnege, and John O'Fallon were appointed to receive subscriptions in

St. Louis, and a sufficient amount having been subscribed the bank went into operation on the 15th of April, 1837. After the establishment of the new bank the general government, in accordance with an act of Congress, was compelled to transact its business with it, and in June, 1837, a transfer was also made by the Commercial Agency to the Missouri Bank "of the local debt of our citizens," "the amount to be paid in installments at stated periods running through two years, bearing an interest of five per cent."

About the time of the agitation for the establishment of a local bank, a bill passed the Missouri House of Representatives for the expulsion of all agencies of foreign banking institutions from the State. Immediately a town-meeting was called at the City Hall, on Dec. 17, 1836, "for the purpose of taking into consideration the propriety of continuing bank agencies in the city, and for other purposes." The meeting was organized with Dr. Hardage Lane as chairman, and Charles D. Drake as secretary. John F. Darby addressed the meeting at some length, and Dr. William Carr Lane offered the following resolutions, which were adopted:

"That in the opinion of this meeting it will be highly inexpedient in the General Assembly to remove or lessen the banking facilities now possessed by the manufacturing and commercial community by removing the bank agencies now located amongst us, and that we deprecate any presentation in the General Assembly on the subject as tending inevitably to the great injury of every class of our citizens.

"Resolved, That a committee of five persons be appointed to respectfully memorialize the General Assembly upon the subject of these agencies."

The chair then appointed the following committee in accordance with the resolution: George Morton, Henry S. Geyer, John D. Dagget, James T. Swearingen, and Samuel S. Rebyburn.

George Morton then offered the following resolutions, which were severally adopted:

"Resolved, That this meeting has heard with regret that there is a disposition in the General Assembly to expel from the State agencies of foreign insurance companies; for the reason that they are evidently an accommodation and benefit to this city, affording to the owners of insurable property facilities of protection which without them could not be had, and operating only for the advantage of the community.

"Resolved, Therefore, that our senators and representatives be respectfully requested to use their influence to induce the General Assembly to permit insurance agencies to continue their beneficial operations amongst us.

"Resolved, That a committee of three be appointed by the chair to select five gentlemen to repair as a delegation to the city of Jefferson, and co-operate with our senators and representatives in respectfully laying before the General Assembly the wants and wishes of the people of this city upon such subjects of general interest as to them shall seem proper."

The chair appointed Messrs. George Morton, Henry Von Phul, and Edward Tracy that committee.

In 1830 the banks in the United States were estimated to number three hundred and twenty-nine, with a capital of one hundred and ten millions of dollars. In 1837 their number, including branches, was seven hundred and eighty-eight, with two hundred and ninety million dollars capital. The consequences of their multiplication were speculation in property and commodities, increasing prices, strikes of working-people for increase of wages, the abandonment of agricultural pursuits, and the crowding of people into cities or large towns for the purpose of speculation, chiefly in city and village lots. Industry was no longer thought of by the multitudes of people who found themselves rich from the high prices obtained for farming lands bought for new villages or cities that were to grow up to enrich their owners. At length (1836-37) the United States began to import food from other countries, and hungry mobs attacked the flour-stores in New York, the great speculation culminating in panics in all the cities. Early in March, 1837, Herman Briggs and Co., of New Orleans, failed on account of the decline in cotton. Their New York agents failed as soon as the news reached that city. This was the beginning. At New York one failure followed another among those who held Southern funds. In April news came that the leading English merchants granting American credits had become dependent on the Bank of England, and were being carried on a guarantee from the city. The panic then recommenced, and continued increasing until May 8th, when the Dry-Dock Bank of New York suspended. The other banks were forced to suspend on the 9th and 10th. The Philadelphia, Baltimore, St. Louis, and other banks followed as the news spread. Each city professed that it could have held out, but was forced to yield in the general interest. St. Louis suffered greatly from the panic that swept over the country. Many of the leading firms of the city were prostrated, and business, which a few weeks before was moving smoothly along in its accustomed channels, was checked with fearful suddenness, and became almost extinct.

Of course the state of the country was a prominent topic in political discussions. Hon. Thomas H. Benton, then the leader of the Democratic party in Missouri, was an advocate of a specie currency, and his party declared in favor of a monetary system composed exclusively of the precious metals. The Whig party was in favor of re-establishing a controlling power, like the United States Bank. In August, 1837, notwithstanding the denunciations of Col. Ben-

ton and his adherents, a petition to Congress "for the establishment of a National Bank" was adopted by the Chamber of Commerce of St. Louis, and was signed by nearly every leading business man in the city.

An extra session of Congress was called by President Van Buren; the banks expanded still more their issues of depreciated paper, and Congress did nothing but permit the issue of United States Treasury notes bearing a small interest to meet the pressing wants of the general government. On May 10, 1838, the New York and New England banks resumed, but the Philadelphia banks delayed until the Governor forced them to resume, Aug. 13, 1838. The banks in the other States followed in due time. In October, 1839, the paper of the United States Bank went to protest, and on the 9th the Philadelphia banks suspended payment. They were followed by all the banks South and West, and by those of Rhode Island. The New York and other New England banks did not suspend. In consequence of the suspension of the Eastern banks, the Bank of the State of Missouri, on the 12th of November, 1839, passed a resolution "that the bank will in future receive from and pay only to individuals her own notes and specie on the notes of specie-paying banks." This decision, on becoming generally known, aroused the intense indignation of the mercantile community of St. Louis.

The *Missouri Republican* of the following day says,—

"The bank excitement continued very high during yesterday. In fact, it is the only subject matter of conversation or consideration. The merchants, it might literally be said, have forsaken their counting-rooms, and mechanics their shops. Wherever two or three meet, the action of the bank was the theme of conversation, and in every circle that we have fallen in with, whatever might be the politics of those composing it, the resolution of the directors was condemned without measure or reserve. In truth, there never has been in this community so universal and unanimous a condemnation of any measure as this. Exclamations loud and deep are freely uttered in every quarter, and by men of all parties."

The notes of banks of other States formed the principal currency of the State, and by this act of the Bank of the State of Missouri all the notes of banks which had suspended specie payment lost their character as representing funds for the payment even of existing contracts. The merchants were in a most distressing situation. They had their commercial honor to preserve, and to do this it was all important that their notes should not go to protest. There were not, however, sufficient specie and bankable funds in circulation to redeem their paper.¹ In this crisis a meeting was held at the court-house at noon on Nov.

13, 1839, "to take into consideration the recent movement by the Bank of the State of Missouri in refusing to receive anything except specie and its own paper in payment of debts due it."

Edward Tracy was chosen president, J. C. Laveille and J. Clemens, Jr., vice-presidents, and G. G. Foster and Samuel Gaty, secretaries. It was

"Resolved, That, as the sense of this meeting, it will be no discredit to any individual having paper maturing this day at the Bank of Missouri to allow said paper to go to protest if a tender is made at bank or to the notary of currency hitherto bankable and is refused."

The president announced the following gentlemen as a committee on resolutions: Messrs. N. Paschall, George Morton, Joseph Foster, A. Carr, J. P. Doane, J. B. Sarpy, Asa Wilgus, John Whitehill, Wayman Crow, George K. Budd, A. G. Farwell, H. Von Phul, and Felix Coonce.

A proposition was made to John Brady Smith, president of the bank, that the collection paper discounted by the bank up to that time should be paid in the same description of funds as that previously received by the bank, and that the business paper discounted by the bank up to that time should, as far as possible, be placed on the footing of accommodation paper, the curtailment and discount being paid in specie or the notes of specie-paying banks.

The president promised to confer with the board of directors, and after due deliberation by that body objection to the proposition was raised on the ground that there would be necessarily some depreciation of the funds, which loss the bank was unwilling to sustain. So great was the emergency at this particular juncture in financial affairs, that this objection was met on the part of the most wealthy of the citizens by an offer to legally bind themselves to indemnify the bank against any loss it might sustain by a depreciation of the notes of the banks "heretofore received."²

The directors of the bank held a consultation, but determined to adhere to their original resolution.

The merchants had fully expected that the bank would accept the noble proposition made it by the responsible gentlemen mentioned, but when the refusal of the board of directors was made known, another indignation meeting was called, which strongly condemned the conduct of the bank, and resolutions were adopted recommending those doing business with it to withdraw their deposits and patronize some other

² The gentlemen who obligated themselves to be thus responsible were George Collier, E. Tracy, Pierre Chouteau, John Walsh, William Glasgow, John Perry, Henry Von Phul, John Kerr, G. K. McGunnege, Joseph C. Laveille, and John O'Fallon.—*Edwards' Great West*, p. 368.

¹ *Edwards' Great West*.

institution. As a consequence many of the largest depositors withdrew their funds and deposited them in the insurance offices, and with the St. Louis Gas-Light Company, which was then doing a banking business.¹

The bank, notwithstanding it was thus deprived of the support of many of its most influential patrons, still pursued the policy it had adopted, and weathered the financial storm which had threatened it.

On Jan. 15, 1841, all the banks of the country resumed specie payments, but they all suspended again on the 4th of February of the same year. The Philadelphia banks resumed in March, 1842, but complete resumption of specie payments throughout all the States was not accomplished until 1843, when prices were at the lowest point. Bankruptcy, ruin, and distress had done their work. At least two thousand millions of dollars, it has been estimated, represented the shrinkage in prices or values, six hundred millions of dollars of debts being wiped out by actual bankruptcies.²

In 1846 the Democratic party succeeded in establishing the independent treasury, the general government becoming its own banker, and receiving and paying only coined money. The measure was highly beneficial in promoting the use of coined money. In

¹ The *Missouri Republican* about this time discourses thus upon the financial situation:

“*The Divorce, the Bank and the People.*—A third and probably last notice from the State Bank of Missouri appears in to-day’s paper. The first notice was the famous resolution of the 12th, contemplating a specie-paying business altogether, and another restricting the curtailment of renewable paper to five per cent. instead of ten, as had been the case. Under the first resolution specie was demanded in all cases, as well as upon collection, as discounted business and accommodation paper. The next day brought forth another set of resolutions requiring depositors of paper for collection, whether owned in the city or out of it, to withdraw the same from bank, and giving notice that no paper will be received hereafter for collection unless specie is expressed on the face. The third and last notice is that to which we have requested attention, and which is a free confession on the part of the bank that the measure which it contemplated on the 12th would operate harshly and oppressively, and its repeal is compassed in another way. By the last notice, for the next sixty days discounted business paper is made to assume the character of renewable paper, the drawer paying up one-tenth of the amount with interest, and although the arrangement is restricted to sixty days, we venture to prophesy that its character will not be changed, and that it will thereafter be renewed.”

² The first bankruptcy law in this country was passed April 4, 1800, but was repealed Dec. 19, 1803. Another bankruptcy act was passed Aug. 19, 1841, and repealed Feb. 25, 1843. This was the period of “scrip,” or “shinplaster” currency. The kinds of currency in use in the West were known as “bank scrip,” “canal” and “railroad scrip,” “white dog,” “blue dog,” “blue pup,” etc.

the same year and in 1847 the potato famine in Ireland sent to the United States thousands of emigrants, and in 1848 the revolution on the continent sent thousands more. The potato famine also gave the United States a market for grain, and saved them from a share in the financial troubles of 1847. The repeal of the Corn Laws in 1846 and the more liberal tariff adopted by Congress in that year gave wider scope to industry. Railroads had already been extended both in the United States and Europe sufficiently to affect production and exchange. The telegraph was just coming into general use, and ocean steam navigation was rapidly extending. Following close upon this conjunction of circumstances came the discovery of gold in California in 1848. At once began a great emigration of adventurous men to the Pacific slope, and also great speculation in exports thither. The whole industrial world gained by this new supply of the medium of exchange, which came just when it was needed to sustain the new development of industry and commerce. The first exchange of the metal was for food and manufactured articles, and its discovery caused a new and sharp demand for agricultural and manufactured products in St. Louis and elsewhere. New fields were opened, new factories built, not in the United States only, but in all the commercial countries. The new and enlarged industries brought richer returns than before, both of wages and profits, not on account of the money, but on account of the whole industrial expansion, which the new supply of real money facilitated.

After two or three years of low discount rate and cheap food, there followed in 1853 rumors of war and a bad crop in England. This caused high prices for wheat and a renewed speculation in Western lands and railroads, which resulted in 1854 in a crisis and panic in Wall Street, New York. Some California traders also found their affairs to be in a critical condition, but generally the mercantile community held firm.³ Suddenly, on the 13th of January, 1855, the failure of Page & Bacon, of St. Louis, an old and highly-esteemed banking-house, with liabilities estimated at several millions of dollars, was announced. The firm transacted the largest banking business in the West, and at this time stood towards the city and county of St. Louis in the relation of public benefactors.⁴

³ Professor William G. Sumner.

⁴ The head of the firm was Daniel D. Page, of whom a biographical sketch is given in the municipal chapter. Henry D. Bacon, his partner, was born May 3, 1813, at East Granville, Mass. He entered early in life into commercial pursuits at Hartford, Conn., and in 1835 removed to the city of St.

The announcement of the suspension of the banking-house of Page & Bacon created a wide-spread sensation in the community, which was not diminished, but rather increased, by the fact that Messrs. Loker,

Louis, where he soon engaged as partner in one of the leading dry-goods firms of the city. He then entered the iron trade, which he pursued with good results until his marriage in 1844 with Miss Julia Page, daughter of Daniel D. Page, when he became associated with him in the flour business. He was a very active and enterprising young man, and at his suggestion his father-in-law in 1848 consented to open a banking-house under the firm-name of Page & Bacon, leaving its management to the more experienced Bacon. The property of D. D. Page provided a strong backing to the concern, and the house prospered from the start. The known ability of Henry D. Bacon increased the confidence of the public, and as both were leading Democrats, they profited through the opportunity offered by the Mexican war, under the Democratic administration of President Polk, which made St. Louis the disbursing centre of large sums of money for the army. In 1850 they established a branch in California, and in 1854 their exchanges amounted to the immense sum of eighty millions of dollars.

Everything went on well with the firm, and as Duncan, Sherman & Co. were their New York agents, both firms made large gains. In 1849 and 1850, St. Louis took a sudden leap forward. An immense emigration from Europe, especially from Germany, forced across the ocean by the collapse of the revolution of 1848, settled either in St. Louis or in its vicinity. Most of them were people of means, and with the traditional desire of Germans to own land, they purchased real estate. The trade in building lots assumed enormous proportions, and values rose rapidly. Page & Bacon saw heavy profits in the movement, and at once started with building up the extensive property of Mr. Page, selling houses and lots with small cash payments and on long mortgages at great advantage, and using the funds of the bank in buying more land. But in 1854 this upward tendency came to a sudden stop; sales of land gradually ceased, and Page & Bacon found themselves unexpectedly in difficulty to meet all the demands upon them. Early in the fall of that year the great sugar-refinery of Belcher Brothers in St. Louis, the largest establishment of its kind then in the country, suspended payment, and Page & Bacon held a large amount of their discredited paper. Distrust began to creep upon the commercial community of the city. Bacon saw the storm coming and hurried to New York. He opened negotiations with Duncan, Sherman & Co., with whom he had been doing a lucrative business for seven years. The conference came to a conclusion on the third day at midnight in Bacon's room in the New York Hotel, and he was promised that his firm should have a credit of two hundred and fifty thousand dollars on the strength of the securities Bacon had to offer, valid mortgages on improved property in St. Louis. Henry Bacon returned home in bright spirits, but he was greatly alarmed a few days later when a telegram informed him that Duncan, Sherman & Co. could not help them, as they must first look out to protect themselves. "For God's sake," he telegraphed back, "do not desert us; if you do we are ruined, and half of St. Louis with us!" But the New York house was inexorable, and sent word that a banking-house had no right to risk its money in real estate or other speculations. Thereupon Page & Bacon closed their doors.

The banking-house of Messrs. Duncan, Sherman & Co. failed in New York in August, 1875, and, singular to note, their fate was precisely the same as that which overtook their St. Louis

Renick & Co., another banking firm, did not open their doors. Ordinary business in the city was left unattended to by the citizens, and the public mind seemed absorbed at first in the public calamity of the stoppage of Page & Bacon, and afterwards in the run which commenced on the other banking-houses of the city. Indeed, Saturday, the 13th of January, 1855, was a day long to be remembered in the financial annals of St. Louis. As soon as the banking-houses were opened in the morning a run on the deposits commenced, and continued without intermission until evening. During this time the firm of Lucas & Simonds paid out upwards of two hundred and sixty thousand dollars, Louis A. Benoist & Co.¹ more than

correspondents twenty years before. As in the case of Page & Bacon, Duncan, Sherman & Co., not six weeks before their failure, were told by their London correspondents that their credit would be protected and their paper honored. But on the 27th of July, 1875, they were told that they could not be accommodated, as a banking-house had no right to tie up its funds in cotton and railroad speculations. Like Page & Bacon, they were also forced to stop business.

Besides many public evidences of the liberality of the firm, Mr. Bacon showed his generosity personally in many ways. To his efforts in part is to be attributed the establishment of the Mercantile Library, which has proved to be of the greatest use to St. Louis. He contributed forty thousand dollars towards the erection and furnishing of the Union Presbyterian Church, and the Webster College and the Home of the Friendless were also beneficiaries of his bounty. He was among the first of the enterprising merchants of St. Louis who stepped forward prominently to aid in the construction of the Missouri Pacific Railroad when that magnificent enterprise was presented to the public. His first subscription was the liberal sum of thirty-three thousand dollars, and afterwards he made advances for the prosecution of the work to the amount of from one to two hundred thousand dollars. The Belleville and St. Louis Railroad was another evidence of the same liberality. He also assisted very materially in pushing forward to its destination the North Missouri Railroad. In advancing to the city and county of St. Louis large amounts of money to meet their bonds the firm of Page & Bacon at the time were regarded as public benefactors. In 1853, knowing the advantage a direct line through the rich bottom-land of Illinois would prove to St. Louis, they advanced the necessary sum for the completion of the greater portion of the Ohio and Mississippi Railroad. This diverted an immense sum of money from their business, and a pressure shortly after taking place in the money market, as we have stated, the firm was compelled on Jan. 13, 1855, to suspend payment.

¹ Louis A. Benoist was born in St. Louis, Aug. 13, 1803. His father, François M. Benoist, was a native of Montreal, Can., and his mother was the daughter of Charles Sanguinette, an early settler. François M. Benoist was an Indian-trader, and removed to St. Louis in 1790. His son Louis A. attended early in life the school of Judge Tompkins, and at the age of fourteen went to St. Thomas' College, Kentucky, where he remained for two years. Returning to St. Louis, he commenced reading medicine with Dr. Todson. After a trial of two years he relinquished medicine and began the study of law in the office of Horatio Cozens. Soon after this he entered the office of Pierre

one hundred thousand dollars, and the Boatmen's Saving Institution one hundred and seven thousand dollars.

Though the run was apparently upon these institutions alone, yet the other banking-houses by no means escaped the visitation. J. J. Anderson & Co. and E. W. Clark & Brothers, bankers, paid out on that day larger sums, in proportion to their deposits, than any other houses in the city, although no crowds were collected around their doors, as was the case with other financial institutions. The same was true of other firms to a smaller extent. It was calculated by good judges that between seven and eight hundred thousand dollars of deposits were drawn from the banking-houses on this eventful day.

To check the panic which was spreading over the community, and to restore public confidence in the monetary institutions of the city, on Monday morning, January 15th, the following guarantee notice was issued, in which it will be seen that ten of the wealthiest citizens of St. Louis, believing in the entire ability of these banking-houses to pay every demand which might be made upon them, pledged their private property (estimated to be worth over eight million dollars) to secure the deposits:

"TO THE PUBLIC.

"The undersigned, *knowing and relying on the ample ability of the following banking-houses in the city of St. Louis, and with a view of quieting the public mind in regard to the safety of deposits made with them, hereby pledge themselves, and offer as a guarantee their property, to make good all deposits with either of said banking-houses, to wit: Messrs. Lucas & Simonds, Bogy, Miltenberger & Co., Tesson and Danjen, L. A.*

Provençère, conveyancer, where he continued his studies. In 1823 he visited Europe to look after some family property, and on his return was wrecked in the Bay of Biscay, but reached St. Louis in safety, and opened a broker's office for the sale of property, loaning money, etc. He pursued this business for a short time, and in 1832 opened an exchange and lottery office. This, it is said, was the first banking-office established in St. Louis. In 1838 his business increased to such an extent that he established a branch in New Orleans under the firm-name of Benoist & Hackney, which was afterwards, in 1855, known as Benoist, Shaw & Co. In July, 1847, the St. Louis house of Benoist & Co. suspended payment, together with the Perpetual Savings Institution, owing to the tightness of the money market, and their "inability to convert their debts or funds into such currency as their depositors could use." Messrs. Benoist & Co., however, resumed payment thirty days afterwards. Mr. Benoist's banking career was a long one, and he amassed a very large estate, estimated in value at about three millions of dollars. He was thrice married, his first wife being Miss Barton, of Kaskaskia, Ill., his second Miss Hackney, of Pennsylvania, and the third Miss Sarah E. Wilson, daughter of John Wilson, of New Jersey. Mr. Benoist had twenty children, of whom thirteen survived him. He died in Havana on the 15th of January, 1869.

Benoist & Co., John J. Anderson & Co., Darby & Barksdale, and Boatmen's Savings Institution.

"J. O'Fallon, Ed. Walsh, Louis A. Labeaume, J. B. Brant, L. M. Kennett, D. A. January, John How, James Harrison, Andrew Christy, Charles P. Chouteau.

"St. Louis, Jan. 15, 1855."

The generous manner in which these patriotic and self-sacrificing citizens stepped forward to sustain the credit of their city, with no motive save the city's good, showed plainly the broad basis on which the prosperity of St. Louis was founded and restored confidence completely. Indeed, no more pleasing event has ever happened in the commercial history of the country. These noble men volunteered their private fortunes for the purpose of protecting the character and standing of their city, both as to her commercial credit and the quiet of the community, and no one could require stronger evidence of the entire safety of his or her funds in the threatened banks. The guarantee provided, together with the prompt payment by the bankers of every deposit called for on January 16th, restored confidence completely, and for the remainder of the week, though money was very scarce, every one seemed comparatively cheerful and energetic. The crisis, though it seemed for a time about to result in a fearful public calamity, was in reality productive of much good, for it developed resources in St. Louis which before were latent and not suspected by many of the citizens. It showed also that the finances of the city were founded on a substantial basis, and that they were fully able to withstand a storm. But, above all, it exhibited the noble character of the wealthy citizens in a clear and brilliant light, and as the news of the crisis, and of its issue, spread over the country, St. Louis assumed a prouder and loftier position than she had ever attained in the eyes of the commercial world.

The houses which had survived the "run" proceeded to business with renewed vigor and added stability and strength, and the two firms which had suspended made immediate preparations to resume at an early day. Messrs. Page & Bacon paid all their drafts, after the 15th of January, at the Bank of America, in New York, with interest and cost of protest, and on February 17th announced that they would "resume the regular business" of their office on the 19th. At the time named the banking-house fully resumed business operations, but in consequence of the failure of their branch bank in San Francisco, and their drafts going to protest in New York, the partners of the parent bank in St. Louis determined to suspend operations, which they did finally on April 4th.

On the 24th of August, 1857, the failure of the Ohio Life and Trust Company, of Cincinnati, an old and highly-esteemed institution, with liabilities for seven million dollars, was announced. This incident passed without causing any general alarm, but the banks well knew what it meant. They reduced their loans in New York City from August 22d to October 17th nearly one-half, and this produced a crisis. A large number of failures of banks and firms, especially brokers, produce dealers, and persons depending on Western collections, took place in September. Bills on the seaboard were hardly obtainable in the interior at ten and fifteen per cent. premium. On the 12th and 13th of September the banks of Philadelphia, Washington, Baltimore, and many interior towns suspended. Stocks fell forty or fifty per cent., and twenty thousand persons were thrown out of work in New York City within a fortnight. On the 13th of October the New York banks (with one exception) suspended; the New England banks followed immediately.

The crisis in St. Louis was perhaps more intense than in any other city of the country. The news from Philadelphia and Baltimore of the suspension of the banks in those cities was announced in the newspapers on September 28th, and was not without its effect on the money market. Immediately after the banks opened for business the "run" on them for specie payments began. The consequence was that the house of Darby & Barksdale closed about ten o'clock, and very soon thereafter that of J. J. Anderson & Co. suspended payments. There were unusual demands upon the other banking-houses of the city, but they were promptly met. An excessive "run" also occurred upon the banking-house of James H. Lucas & Co., which was then doing the largest banking business of any house in the West. The senior member of the firm was one of the wealthiest men in the city, and as his failure would have proven a public calamity at this time, eighteen generous gentlemen of large means, and of the highest character for honesty and integrity, without solicitation from any quarter, pledged their private property to secure the depositors of the banking-house against all loss. The guarantee was as follows:

"The undersigned, believing that there is nothing in the condition of affairs to justify a want of confidence on the part of the community in the solvency of the several banking-houses of St. Louis, do hereby, in order to allay the apprehensions of depositors and to prevent the inconveniences which might result from a run on their depositories (without intending by their action to intimate a distrust of any other house), guarantee and assure to all persons having accounts with the banking-house of James H. Lucas & Co. the safety of their respective deposits.

"Witness the hands and seals of the undersigned this 28th of September, 1857, at St. Louis, Mo.

"James E. Yeatman, James Harrison, John How, R. J. Lockwood, Edward J. Gay & Co., Ed. Walsh, J. O'Fallon, John H. Gay, M. Brotherton, W. Renshaw, Jr., J. S. McCune, D. A. January & Co., D. H. Armstrong, Chas. K. Dickson, Thomas T. Gantt, Wm. M. McPherson, James B. Eads, Chas. Tillman."

Another paper of the same character, guaranteeing the safety of all deposits in the banking-house of Renick & Peterson, was also issued and signed by Samuel Gaty, R. Campbell, Edward Walsh, John How, Charles K. Dickson, Thos. T. Gantt, J. J. Murdoch, O. D. Filley, G. F. Filley, J. B. Sickles, Livermore, Cooley & Co., W. Renshaw, Jr., W. H. Benton, and H. Crittenden. These gentlemen were known to be men of wealth; at the same time they were prudent and were able to carry out their pledge, and would have done so if it had been required of them.

After what had transpired on Monday, the 28th of September, there was great anxiety to see what would be the result of the panic on Tuesday. The *Republican* of the 30th thus details the financial proceedings of the day:

"It was apprehended that a run would be made on the bankers and savings institutions, notwithstanding the guarantees given to two of the banking-houses by some of the leading capitalists of the city and the acknowledged solvency of the whole of them. At the hour of opening an unusual number of persons was observed upon Main Street and on the cross streets leading to it. The first thing that attracted attention was a notice at the door of the banking-house of Bogy, Miltenberger & Co. that the house had temporarily suspended business, and that it would not be opened.

"The seekers after gold were early on the street in front of the banking-house of James H. Lucas & Co., where they were soon joined by a number of idlers and curiosity-mongers. Those who had deposits in this house were not overmodest in making demands for specie, and from nine to nearly eleven o'clock the tellers were busily employed in paying checks.

"Another class of depositors was not slow in paying their respects to the gentlemen who managed the German Savings Institution, in the Merchants' Exchange block. There was quite a rush upon them, and this was kept up for an hour or two, when all demands for specie from affrighted depositors ceased. While these things were going on in Main Street, another set of depositors were paying their respects to the Boatmen's Savings Institution, at the corner of Pine and Second Streets. For a time, say an hour or two, the young gentlemen whose province it is to honor drafts upon this institution were a good deal exercised, and the coin passed out pretty freely; but by the time they had fairly got their hands in the demand was exhausted, and they had nothing unusual to do for the balance of the day. Passing up Main Street, a few stragglers were noticed in the banking-house of L. A. Benoist & Co., but the serenity of the gentleman who manages that concern was not disturbed, and he rarely took his hands out of his pockets.

"Still farther up the street, the State Savings had no calls for specie from importunate or suspicious depositors, and discounts were made and the usual business carried on as if they had no knowledge of any undue excitement in the city."

Mercantile failures now commenced and followed each other day by day, the panic increasing with renewed force as each suspension was announced, and as money was locked up by any one who could get and keep it, the pressure for money in the city was very great. There was an abundance of "currency," but this had ceased to be available in the payment of debts where specie funds were required, and for this reason, on October 3d, Messrs. Chouteau, Harrison & Vallé, one of the largest and most important business houses, temporarily suspended payment. This was an event that was not expected, and it added fuel to the panic. As a consequence, many of the leading houses in St. Louis were compelled to suspend business, and thousands of persons were thrown out of employment. On the following day the banking-house of E. W. Clark & Brothers was compelled to temporarily suspend cash payments. This was followed on the 5th by the suspension of the great banking-house of James H. Lucas & Co., which had been struggling for several weeks to withstand the unexampled monetary pressure. The *Republican* in announcing this failure said,—

"It needed only the stoppage of this banking-house of James H. Lucas & Co. to wind up the financial horrors with which this city has been overwhelmed within the past three weeks. Business houses have suspended to the surprise of everybody, banking-houses supposed to be equally sound with that of Lucas & Co. have gone down, and confusion has been increased; but when the house of James H. Lucas & Co. was forced to suspend yesterday by the continual run upon it, as regular as the rain which fell throughout the day, men were amazed and scarcely knew what to think. The case is an extraordinary one. For at least thirty days the house had endured a regular, ceaseless draft upon it for coin. There was not a man, in all probability, who did not believe that his money was perfectly safe with them, but the great majority of depositors, either to answer the importunities of friends or to be sure that the gold was in their clutches, resolved to check it out, and it was done. We assume that a million of dollars of current deposits were thus extracted by little and little, and yesterday, between one and two P.M., the doors were closed. We need not say that we regret this suspension. There is hardly a man in the community who will not do it. To nearly all it was a matter of surprise that such an event should occur at all, even in such inauspicious times. But when it is considered that the house was doing an immense business, that it had daily transactions over the country, that in the sudden and extraordinary pecuniary panic through which we are now passing losses must necessarily be incurred, and with a run upon all banking-houses, indicating a general want of confidence, however ungenerous that feeling may have been, it is not surprising that even this strong house should have been forced to yield to the storm. The members of the firm have, it is certain, the warmest sympathies of the people of St. Louis."

On October 6th an unexampled run was made on the Boatmen's Savings Institution, which was continued until night. The capacity of the bank was

not impaired by this demonstration, as the amount paid out hardly made an impression on the funds then in its vaults, and specie funds were offered it by other banks, but declined by the managers of the institution. In consequence of rumors that were circulated in the city, the bank in the afternoon issued the following "card":

"BOATMEN'S SAVINGS INSTITUTION,
"Oct. 6, 1857.

"Whereas, there are rumors injurious to this institution, that a portion of its cash funds are on deposit in other institutions of this city, the board deem it proper to state that all the cash funds belonging to it are in its own vaults.

"By order of the board of directors.

"S. BLOOD, President."

On the same day the "Mutual Savings Institution," located under the Planters' Hotel, at the corner of Fourth and Pine Streets, suspended. At the State Bank a steady run was made on it all day. The German Savings and the Franklin Savings Institutions, situated in the Exchange building, suffered a similar run, but it created no impression on their funds. Tesson & Danjen, Benoist & Co., Franciscus & Co., Renick & Peterson, and other banking-houses were not much troubled with specie demands.

Thus the panic continued until October 6th, when a second meeting was held by the leading merchants of the city at the Exchange room, for the purpose of receiving the report of Messrs. Ranney, Garnier, Hogan, January, Crow, Wall, Gay, Oglesby, King, Funkhouser, and Tucker, a committee appointed at a previous meeting "to advise upon the currency question." The committee reported the following resolution, which was adopted:

"Resolved, That the committee are unanimously of opinion that memorials should be generally signed petitioning the Legislature of this State, which convenes on the third Monday in the month, not to issue any State bonds, except such as previous legislation makes imperative to be issued, and to pass such a revenue law as will give to the world the most perfect assurance that, under any and all circumstances, Missouri will pay her interest and protect her obligations."

On motion of Mr. Ranney, the following resolution was also unanimously adopted:

"Resolved, That the business men of St. Louis will continue to receive for the present the good currency (meaning Illinois bank-notes, which were thought to be better secured than any other) afloat in the country in all transactions at par."

In consequence of the action of the merchants, the following day passed off without any excitement whatever. "There was quite a cheerful feeling, and people seemed to feel that they had reached the turning point, when financial affairs must improve and greater activity be infused into every description of business."

On October 19th the banking-house of Messrs. Tesson & Danjen suspended, which was followed on the 24th by the closing of the Bank of the State of Missouri. On the 26th the State Bank opened as usual, but did not pay specie, and with this exception business was transacted through the day. The Merchants' Bank suspended specie payments as soon as it opened on Monday morning, the 26th, but the Southern Bank suffered the run to be made upon it for an hour, and then the suspension of specie payments was announced. The Mechanics' Bank sustained the run all day, but, like the others, was forced in time to succumb to the unexampled monetary pressure.

This crisis was short, sharp, and severe, but the recovery was rapid, and the reaction healthful. The losses were very great, but it was only a bad stumble in a career of great prosperity, and it simply taught sobriety and care. The number of bankruptcies in the United States and Canada was 5123, with \$299,800,000 liabilities. Fourteen railroads suspended payment on \$189,800,000, and cotton manufacturers suffered severely by the fall of cotton (sixteen cents to eight and a half cents) and by the depreciation of stock.

The Northern and Eastern banks resumed in December, 1857, and were followed shortly afterwards by all the other banks in the country. Things went on until the civil war very much in the old way. The next panic was in November, 1860. Prosperity and abundance prevailed everywhere in all the States. Business of every kind appeared to be conducted with profit; the crops had been abundant, and the banking and currency systems rested upon a solid foundation. But the election of President Lincoln was followed by movements towards secession and by political agitation and excitement. Later in November several States were found to be drifting in the wake of South Carolina, which was considered the leader in a movement aiming at secession. A dark cloud arose to mar the fair prospects of a great nation engaged in profitable occupations, and there ensued a shrinkage of business, a contraction of credit, the reduction of enterprise, and some hoarding of gold. Prices were lowered, the foreign exchanges fell, and gold began to be imported. Southern collections became difficult, and then ceased.

The panic set in about the middle of November at New York with sudden violence. Some of the banks were speedily embarrassed, and the suspension of all, or nearly all, was considered inevitable if the panic continued to the close of Thursday, the 22d of November. But on Monday, the 19th, a plan for allay-

ing the panic was devised, and was submitted on that day and the next for the consideration of the bank officers, who adopted it in general meeting on Wednesday, the 21st. It was at once carried into effect, with wonderful success. People who had drawn out specie at once returned it to the banks, and the day that was expected to bring on general bankruptcy only witnessed universal rejoicing. Not so, however, in St. Louis, where all the banks, with the exception of the Exchange Bank, suspended payment on November 26th. They resumed shortly after, but during the winter the Southern States seceded and the political excitement increased. In April, 1861, the progress of the secession movement caused great uneasiness in financial circles, but on the 24th of that month the bank officers again united as before and prevented any panic worthy of note.¹

On October 14th the banks of St. Louis created quite a stir in the community by deciding not to receive or pay out the notes of the Union Bank of Missouri. The initiative was taken by the State Bank, which was followed by the others. On the following day a meeting of the bank presidents was called at the instance of the Merchants' Bank, "to determine on a line of policy to be pursued by these institutions towards each other." The State Bank, Merchants', Southern, Mechanics', and St. Louis were represented at the meeting. A resolution was adopted for a settlement of balances each day, the notes of each bank being received and paid out indiscriminately. This resolution was agreed to by all the banks represented except the Bank of St. Louis, which, in consequence of the seizure of some one hundred and thirty-four thousand dollars of its coin by the military authorities, did not feel itself warranted in abiding by the resolution.²

¹ On the 20th of September, 1861, the following notice was published:

"Subscriptions Invited to the National Loan.—Pursuant to instructions from the Secretary of the Treasury, a book will be opened on the 24th day of September, 1861, at the office of the assistant treasurer in St. Louis, for subscriptions, under my superintendence, for treasury notes, to be issued under the act of July 17, 1861.

BEN. FARRAR,

"Assistant Treasurer United States, St. Louis, Mo."

² The coin referred to was taken possession of by an officer of the army in the branch bank at Boonville, Ill., and was transferred by him into the hands of the United States Express Company, with instructions to deposit it with the sub-treasurer in St. Louis. The sub-treasurer refused to receive it, and the express officer then made a special deposit of it in the Mechanics' Bank, where it remained for some time, as none of the army officers were willing to take the responsibility of restoring it at this time to the bank. In a short time, however, the specie was returned to the owners.

In consequence of this action on the part of the St. Louis Bank, its paper on the 16th was rejected at the several banks. This proceeding was followed on the next day by similar action on the part of several of the other banks. The State Bank received and paid out Southern and Mechanics' Bank bills, while the Merchants' refused the Mechanics', but took the Southern Bank notes, as they had agreed to do. The Mechanics' then retaliated on the Merchants' by throwing out its paper. This state of affairs continued until the 19th, when the misunderstanding between the Merchants' and Mechanics' Banks was removed, and they received each other's paper as formerly. The paper of the State, Mechanics', Merchants', and Southern Banks constituted at this time the only circulating medium in the city.¹

The final panic at New York preceding the suspension of specie payments on Dec. 30, 1861, was very slight, the banks having suspended before the public had become aware of there being any pressing necessity for it. In the interior, where State banks were issuing notes on security of stocks of the seceding States, many banks failed, and there was much distress among the people. The year 1862 consequently opened with a general suspension of specie payments by the banks in all parts of the country, and on Feb. 25, 1862, Congress authorized the issue of one hundred and fifty millions of "greenback" legal tender notes. The first issue of legal tenders was in April. As they were issued gold rose, and all specie disappeared. On July 11th one hundred and fifty million dollars more legal tenders were voted, and the provision of the act of February 25th for funding them in six per cent. bonds was omitted.²

¹ On the 31st of July, 1861, the assistant finance commissioner of the State made an official report on the condition of the State bank-note circulation, from which it appears that the entire outstanding circulation of all the banks in the State was \$8,021,000. Of this account the discredited or partially discredited banks had a circulation of \$4,609,405, divided as follows: St. Louis, \$472,110; Mechanics', \$831,635; Western, \$597,045; Southern, \$715,070; Union, \$1,067,510; Farmers', \$926,035. This would leave for the circulation of the remaining banks, Exchange, Merchants', and State Banks, \$3,411,595, which was the local capital upon which the business of the city and State was conducted. The savings institutions (leaving out the brokers) had a deposit account of over \$3,000,000.

² In consequence of the discovery of extensive gold deposits at Pike's Peak, in Colorado, and the Salmon River regions, a meeting was held on May 26, 1862, at the Union Merchants' Exchange, "to take into consideration measures for establishing in St. Louis a United States Branch Mint." Mr. Partridge called the meeting to order, when Clinton B. Fisk read a preamble and resolution, and the following memorial to Congress, which were adopted. The memorial was circulated throughout the city and State for signatures, and was afterwards submitted to Congress:

In January, 1862, the highest price of gold was three and three-quarters premium, and when a second issue of legal tender notes was authorized (July 11th), it sold at a premium of twenty per cent. In January, 1863, another issue of one hundred million dollars of the notes was authorized, when gold rose to fifty per cent. premium. June 20, 1864, gold trading was forbidden. Gold rose from 199, on the 21st, to 230 on the 23d, and fell to 207 again. The act was repealed July 2d. Gold reached its highest point, 285, in July, 1864, the paper dollar being worth a little more than thirty-five cents in coined money. One week after the Confederate forces east of the Mississippi, on May 11, 1865, had surrendered, the premium on gold was as low as twenty-eight and a half per cent.

The act of July 17, 1862, provided for the issue of stamps to be used as "change," but they were inconvenient, and the act of March 3, 1863, provided for fifty million dollars of fractional notes.³

"To the President and Members of the Senate and House of Representatives, in Congress of the United States:

"Your memorialists would represent that since the recent discovery and partial development of the rich gold deposits at Pike's Peak and Colorado, and the Salmon River regions, St. Louis has become the depository of much of the crude products of these mines. Several organizations, with abundant supplies for the further exploration and development of said mines, are now en route for the northwest from this city and vicinity.

"The Missouri and Yellowstone Rivers afford accessible communication by steambot to within one hundred and twenty miles of the richest mines of the Rocky Mountains. The Pacific Railroad, the early completion of which we now hope for, will open to St. Louis direct communication with the rich gold districts of the Sierra Nevada and Pike's Peak. The rich treasures of these mines will naturally flow back by these routes into the lap of St. Louis. Our great city, being situated in the geographical centre of this continent, reaching out her arms by her rivers and railroads to every extremity of the nation, makes her, by her providential location, not only the great centre of the commerce of the Mississippi valley, but of the United States.

"In view, therefore, of these considerations, and in order to the speedy convertibility of the crude products of these mines into coin, your memorialists pray your honorable body to establish a branch mint in the city of St. Louis, Mo., and, as in duty bound, your petitioners will ever pray."

³ The following general order was issued in St. Louis in September, 1862:

"OFFICE OF THE PROVOST-MARSHAL-GENERAL,
"DISTRICT OF MISSOURI AND IOWA.
"St. Louis, Sept. 15, 1862.

"GENERAL ORDER No. 1.

"All banks, bankers, banking institutions, brokers, and all persons, natural or politic, doing a banking business, or any branch thereof, wholly or partially within this district, are hereby notified and warned that all transfers and assignments of stock, certificates in the nature of stock, certificates of deposit, money, or currency used as money, or any other credits or effects, made by the following persons, that is to say:

On the 25th of February, 1863, the National Bank Act was passed, authorizing \$300,000,000 of bank capital to be distributed, half of it according to banking capital, and half of it according to population. An act approved July 12, 1870, added \$54,000,000, and provided for withdrawing and redistributing an excess above the quota held in New York and the East. This last was found impracticable. The act of Jan. 14, 1875, removed all restrictions. On Oct. 5, 1865, there were sixty-six national banks in operation. The system rapidly absorbed nearly all the banks. The law required that country banks should hold fifteen per cent. of their circulation and deposits in greenbacks, and that the banks in the large redemption cities should hold twenty-five per cent. The banks were afterwards allowed to count their reserves with their redemption agents as part of this reserve up to three-fifths of the required amount. The act of June 20, 1874, did away with this reserve, as far as circulation was concerned, and substituted a five per cent. reserve to be kept at Washington, where the redemption takes place.

The act of June 30, 1864, limited the amount of greenbacks to \$400,000,000, and such part of \$50,000,000 more as might be needed to redeem temporary loans. A general resolution in favor of contraction and resumption passed Dec. 18, 1865, and a measure allowing the Secretary of the Treasury to withdraw \$10,000,000 in six months, and thereafter \$4,000,000 per month, was adopted April 14, 1866. The crisis in England in the spring of 1866, and the war on the continent in the summer of that year, caused some stringency in the United States, and set the gold premium in activity. In February, 1868, McCulloch's contraction was suspended by order of Congress. He had reduced the greenbacks to \$356,000,000, at which

point they stood until October, 1872, when Mr. Boutwell, who affirmed that the \$44,000,000 so withdrawn were under his control, issued \$5,000,000 of them to correct a stringency in Wall Street. These were withdrawn during the winter, and the sum remained \$356,000,000 until the crisis of 1873, when it was raised to \$382,000,000. The act of Jan. 14, 1875, made that sum the limit, allowed national banks to be formed to any extent, and authorized them to issue notes for ninety per cent. of the bonds deposited. Greenbacks to the amount of eighty per cent. on the additional notes issued were to be withdrawn until greenbacks were reduced to \$300,000,000.¹

The phenomena of excessive issues of paper money during the years 1863, 1864, and 1865 were peculiarly impressive. Prices frequently rose and fell from rapid fluctuations in the volume of the issues as well as from the vicissitudes of war.²

¹ The case of *Hepburn vs. Griswold*, involving the constitutionality of the Legal Tender Act as to contracts made before its passage, was decided by the United States Supreme Court in conference Nov. 27, 1869, by the chief justice and seven associates. One of these, Judge Grier, resigned Feb. 1, 1870, and the decision *against* the constitutionality of the act as applied to the contracts mentioned was announced February 7th. Judge Strong was appointed Feb. 18, 1870, and Judge Bradley March 21, 1870. The re-argument of *Knox vs. Lee*, involving the decision just mentioned, took place in December, 1870. Judge Miller read the decision of the majority *affirming* the constitutionality of the law, Chase, Nelson, Clifford, and Field dissenting.—Professor William G. Sumner, "First Century of the Republic," p. 258; 8 Wallace, United States Reports, p. 626; 12 Wall. 457, and note, p. 528.

² The following is a copy of an act passed by the Legislature of Missouri, entitled "An Act relative to railroad directors or other officers, bank directors or other officers, and directors or other officers or trustees of any incorporated company or institution," approved March 23, 1863:

"Be it enacted by the General Assembly of the State of Missouri as follows:

"SECTION 1. That all railroad directors and officers, bank directors and officers, and all officers of all incorporated companies, or of any incorporated institutions in this State, before entering upon their duties as such officers or directors, shall take and subscribe an oath in form as follows:

"I, A. B., do on oath (or affirmation) declare that I have not at any time since the 17th day of December, A.D. 1861, willfully taken up arms or levied war against the United States, nor against the provisional government of the State of Missouri, nor have willfully adhered to the enemies of either, whether domestic or foreign, by giving aid and comfort or countenance thereto, but have always in good faith opposed the same; and, further, I will support, protect, and defend the Constitution of the United States, and of the State of Missouri, against all enemies and opposers, whether domestic or foreign, any ordinance, laws, or resolutions of any State Convention or Legislature, or of any order or organization, secret or otherwise, to the contrary notwithstanding; and that I do this with an honest purpose, pledge, and determination faithfully to perform the same without any mental reservation or evasion whatever, and

"1st. Persons holding any office, civil or military, under the government called the government of the Confederate States of America.

"2d. Persons holding any office, civil or military, under the government of any of said Confederate States.

"3d. Persons who have in any manner assisted or given aid and comfort to the said Confederate States, or any of them, during the present rebellion against the authority of the United States, are all absolutely null and void; and all banks, bankers, banking institutions, brokers, and all persons, natural or politic, doing a banking business, or any branch thereof, wholly or partially within this district, are forbidden to recognize or give effect to any such transfer or assignment, or to pay any money, or transfer any credit, by reason of any check, draft, bill of exchange, or order drawn or made by any person claiming to be the proprietor, owner, or assignee of any such stock, money, credits, certificates or effects, or the proceeds thereof.

"By order of Brig. Gen. SCHOFIELD.

(Signed)

*"THOMAS T. GANTT,
"Provost-Marshal-General."*

Suffering and distress prevailed among the poor and all who were dependent on fixed incomes. There were stupendous speculations in gold, in stocks and commodities and property, and sudden acquisitions of wealth from these speculations, as well as from government contracts, with heavy losses and depressions in many branches of trade and industry. Since the close of the war, the panic of 1869, from a great speculation in gold,¹ and that of 1873, from the breaking down of new railroad enterprises, have been the most notable.

The stringency which had occurred in the fall of 1871 and 1872 was significant of the approaching absorption by expanding credit of the legally limited amount of paper currency. In the summer of 1873 the granger agitation in the West frightened investors from railroad bonds and crippled the enterprises which depended on the continuance of these investments for funds. The rebuilding of Chicago and Boston had also caused a great absorption of circulating capital. On the 8th of September the New York Warehouse and Security Company failed, and its suspension was followed by that of one or two firms involved by railroad construction. Confidence in persons known to be burdened in this way was impaired, and a run on them for deposits began. On the 18th of September, Jay Cooke & Co. succumbed to this demand, and a panic followed. The country depositors began a

that I will faithfully demean myself while in office,' which said oath or affirmation shall be filed in the office of the clerk of the county court for the county where the said directors or other officers or trustees reside within ten days after taking said oath or affirmation.

"Sec. 2. All railroad directors and officers, bank directors and officers, all officers of all incorporated companies, or of any incorporated institution, who shall fail to take and subscribe to the foregoing oath or affirmation on or before the 1st day of April, A.D. 1863, shall vacate their office as said directors or officers, and the vacancy occasioned shall be filled by appointment or election under existing laws.

"Sec. 3. Any person who shall falsely take, or having taken, shall thereupon willfully violate the oath prescribed in the first section of this act, shall, upon conviction thereof by any court of competent jurisdiction, be adjudged guilty of the crime of perjury, and shall be punished therefor in accordance with existing laws. And it shall be the duty of the judges of all courts having criminal jurisdiction under the laws of this State specially to charge the grand juries in the counties in which said courts shall be held respectively, and of all grand juries, in the performance of their duties under the laws of this State, specially to inquire concerning the commission of any act of perjury mentioned in the first section of this act. This act to take effect from and after its passage."

¹ In September, 1869, a corner in gold was made, which terminated in the panic of September 23d, known in history as "Black Friday," when the Secretary of the Treasury intervened by a sale of gold to put a stop to the proceedings of a clique of speculators.

"run" on their banks, the country banks called for their balances, and the city banks called their funds in from the brokers. On the 20th the Union Trust Company of New York suspended, and two or three other banks and trust companies followed in quick succession. The panic on the New York Exchange was so great that it was closed, and remained so for ten days. The Gold Exchange closed on Monday, the 22d, with gold at 112.

The financial storm did not break upon St. Louis until late in September. To prevent a panic and business failures a meeting of bank presidents and other members of the Clearing House Association was called at the rooms of the association on September 25th, and the following resolutions were unanimously adopted:

"Resolved, 1st, That, for the protection of our commercial interests and for the purpose of preventing a drain of currency from the banks of this city, we do hereby agree to adopt substantially the plan adopted in New York, viz.: we will not pay out currency or checks except for small sums, to be optional with the banks upon which they are drawn, but we will certify checks drawn on balances in our banks payable through the Clearing-House only.

"2d, That the committee of management of the St. Louis Clearing-House Association are hereby authorized and directed to issue immediately Clearing-House certificates in sums of five hundred dollars each to an amount not exceeding two million dollars. Said certificates shall be used for the purpose of settling balances between the banks composing the Clearing-House Association, and each bank should be entitled to an amount of said certificates equal to its *pro rata* of clearings during the past quarter; such certificates so issued to be secured by a deposit of ample collateral with a special committee of five bank officers to be selected by the president of the Clearing-House Association.²

"3d, That the deposit of collateral with said committee shall consist of United States bonds, bonds of this city and county, such commercial paper and such other securities as the committee in their judgment consider proper and satisfactory, and the committee shall fix the valuation at which the securities shall be taken.

"4th, That these resolutions shall remain in force only until the 1st of November next."

The leading merchants of the city considered this movement of the banks as being commendable and prudent in the highest degree, and as having a direct tendency to prevent a panic and business failures. Immediately after the adjournment of the meeting a general suspension of the St. Louis banks and banking-houses took place, and a run upon them

² The committee appointed in accordance with the second resolution was as follows: John R. Lionberger, president Third National Bank; William H. Scudder, vice-president State Savings Institution; James H. Britton, president National Bank of Missouri; Robert Barth, of Angelrodt & Barth; C. D. Block, president Fourth National Bank; and R. J. Lackland, president Boatmen's Savings-Bank.

was thus prevented. As a consequence currency became very scarce, and Mayor Brown in a message to the City Council recommended that the city issue its warrants as a measure of relief for existing financial embarrassments. The City Council entertained the proposition favorably, and with curious unanimity on September 29th passed an ordinance providing for an issue of three hundred thousand dollars in municipal "shinplasters." The new scrip was immediately prepared, and on November 6th the first installment of one hundred and five thousand dollars was put into circulation. The notes were of three denominations, one dollar, two dollars, and three dollars, and the engraving and printing were finely executed. They were printed on a superior quality of bank-note paper, in four colors. The back of the notes was brown in color, from which circumstance they came to be known as "brown-backs." In general appearance they were similar, but each was embellished with a different design. They read:

"STATE OF MISSOURI,
"St. Louis, Nov. 1, 1873.

"The city of St. Louis hereby promises to pay to bearer at the city treasury one (two or three) dollar. This note is receivable for all city taxes, licenses, and other municipal dues.

"JOSEPH BROWN, *Mayor*,
"SAMUEL PEPPER, *Comptroller*,
"A. GEISEL, *Treasurer*." ¹

The panic of 1873 was allayed in New York by the union of the banks, as in 1860 and 1861, although not without serious disasters incident to a shrinkage in values estimated at three hundred millions of dollars within four weeks, principally in the obligations of railroad enterprises, which had been placed upon the market to an extent far exceeding the immediately available financial resources of the country. The revulsion was precipitated by a falling off in the demand for American railway securities in other countries. Happily, the course pursued by the bank officers in New York and other cities was effectual in preserving the industry, trade, and commerce of the country from a catastrophe that threatened at one time to overwhelm the economical interests of the people. The suspension of paper payments by the banks continued until Nov. 22, 1873.

In the summer of 1877 considerable depression was felt in commercial circles in St. Louis, which seriously affected the banking institutions of the city.

¹ In 1861 the city issued similar warrants, but it would have been better if they had never been issued. Seven years afterwards frauds connected with the issue were discovered, but the full extent of them was never completely developed. Some officials estimate that the city lost by the first transaction about one hundred thousand dollars.

With the decrease of business the banks became crippled in their resources, and in consequence of failing securities a considerable amount of depreciated real estate came into their possession. The banks could not realize upon this class of assets in time to meet the demands of their clamorous depositors, and when the crisis came a number of the small savings institutions were forced to suspend business.

The German Bank, then located at the corner of Fifth and Market Streets, was the first to suspend, on July 10, 1877. The announcement of the failure of this institution, though not altogether unexpected among the well informed in the community, was a surprise to the public at large. On the 14th, soon after the beginning of banking hours, crowds began to gather at the numerous small banking-houses, and a run was made on them by frightened depositors, who were determined to withdraw their money. As a consequence the Butchers' and Drovers' Bank, at the corner of Fifth and Morgan Streets, soon went into liquidation, and its suspension was followed on the 16th by the closing of the North St. Louis Savings Association, situated at the southeast corner of Fourth and Morgan Streets, and of the Bank of St. Louis. The suspension of the Bank of St. Louis appears to have been directly the result of the failure of the North St. Louis Savings Association. At the same time a slight run was made on the Boatmen's, but the withdrawals amounted to scarcely more than a trifle for that wealthy institution. A number of the most substantial citizens offered this bank liberal assistance if it needed it, one gentleman making a proffer of one hundred and seventy-five thousand dollars cash; but the Boatmen's Bank declined these kind offers, as it felt fully able to satisfy all the demands that might be made upon it. The Provident Savings Association, the Union Savings, the German Savings, the Broadway Savings, the Biddle Market Bank, and a number of other banks sustained something of a "run," but cheerfully paid all deposits on demand.

At the close of business on the 16th of July the run had about ceased, and although quiet prevailed in banking circles, on the 17th another moneyed institution closed its doors. The Bremen Savings-Bank opened as usual on that day, but in the face of a pressing demand for more money than it had at hand, it suspended about ten o'clock.

The failure of this bank ended the financial crash of 1877. The suspensions fell like a thunderbolt upon a great number of small depositors, frugal, trustful, hard-working men and women, whose little all, representing years of toil at the market-stall or the wash-tub, was swept away.

The act of Congress of Jan. 14, 1875, specified Jan. 1, 1879, as the day for the resumption of specie payments by the national banks, and at the time named all the banks resumed, and to-day the country is enjoying unexampled prosperity.

The extent of the commercial interests of St. Louis is plainly indicated by the strength and proportions of her banking business. A larger capital is employed in banking in St. Louis than in any other city in the country of approximate size. Notwithstanding the enormous capital invested the business has been uniformly profitable, and while the number and strength of the banks have increased year by year, the wonderful development of the commercial and manufacturing interests of the city has kept the money employed.

At one time St. Louis received calls from some of the Southern States for large amounts of money. This demand was sufficient to absorb all the money that the banks could spare during the entire season of moving the cotton crop. It was a profitable business, as the margins were liberal and the borrowers were able to offer the very highest grade of commercial paper. Since the war, with the opening up of new channels of trade, this class of banking business has changed somewhat. Then, again, the commerce of certain of these States is so disturbed that St. Louis bankers noted for conservatism refuse to accept any paper offered from them unless it is well secured.

Therefore this old channel for the employment of banking capital is temporarily closed. Yet the grain trade, the flour interest, the cotton traffic, and other elements of St. Louis commerce have increased so largely that the bankers have been able to employ their immense resources safely and profitably. In view of this success under conditions somewhat unfavorable, the banks properly feel assured of the future. There is no other section of country in the world that is recuperating and advancing commercially so rapidly as the South. The influence that the prosperity of Texas and Arkansas has had upon St. Louis is well known. There is not a branch of trade in the city that has not been benefited by it, and the banking business has had its share. With the further progress of prosperity in the South, and with continued commercial activity, there will be a greater demand for the employment of banking capital than has ever been known in St. Louis, and this will no doubt necessitate an increase on even the enormous resources now in the hands of existing banks, if it does not call for the establishment of other banking institutions. For a generation past St. Louis has been renowned for the strength of her banks.

The leading institutions of this class have long held a high rank among the very best banks of the United States, and the representative bankers of St. Louis have enjoyed a wide reputation as enterprising, sagacious, and prudent financiers.

AGGREGATE STATEMENT OF THE TWENTY-FOUR BANKS IN ST. LOUIS,—eighteen State banks on the 15th December, 1882, and six national banks on the 30th December, 1822,—compared with statement of 31st December, 1881, as exhibited by Edward Chase, manager of the Clearing-House.

	Dec. 31, 1881.	Dec. 15 and 30, 1882.	DIFFERENCES.	
Capital and surplus.....	\$11,696,063	\$13,492,964	Increase.....	\$1,796,901
Savings and time deposits.....	7,863,391	8,901,522	“	1,038,131
Current deposits.....	35,479,737	32,827,489	Decrease.....	2,652,248
Circulation.....	1,448,590	632,850	“	815,740
Liabilities.....	\$56,487,781	\$55,854,825	Decrease.....	\$632,956
Bonds to secure circulation.....	\$1,610,000	\$710,000	Decrease.....	\$900,000
Good loans and bonds.....	41,578,226	39,898,252	“	1,679,974
Cash, checks, and exchange.....	5,990,551	7,599,187	Increase.....	1,609,036
Cash, coin, and currency.....	6,276,348	6,627,158	“	350,810
Real estate and other assets.....	1,032,656	1,020,228	Decrease.....	12,428
Assets.....	\$56,487,781	\$55,854,825	Decrease.....	\$632,956

The Bank of St. Louis, or “the Old Bank of St. Louis,” as it is distinctively known, was chartered by the Territorial Legislature on Aug. 21, 1813, the commissioners being Auguste Chouteau, John B. C. Lucas, Clement B. Penrose, Moses Austin, Bernard

Pratte, Manuel Lisa, Thomas Brady, Bartholomew Berthold, Samuel Hammond, Rufus Easton, Robert Simpson, Christian Wilt, and Risdon H. Price.

On the 2d of October, 1813, subscription books were opened under the supervision of the board of

commissioners, Christian Wilt secretary, as follows: At St. Louis, by Robert Simpson; at St. Charles, by Uriah J. Devore; at Ste. Genevieve, by Thomas Oliver; at Mine à Breton, by Moses Austin; at Cape Girardeau, by Joseph McFerron; at New Madrid, by John La Vallee.

In December, 1814, Thomas F. Riddick, Risdon H. Price, and John Cromwell, on the part of the commissioners, gave the public notice that

"on the 15th of December instant subscription books will be opened at St. Louis, St. Charles, Herculeum, Mine à Breton, and Ste. Genevieve, in the Missouri Territory, and at Kaskaskia and Cahokia, in the Illinois Territory, under the direction of William Smith, Theodore Hunt, and Edward Hempstead, at St. Louis; Nathaniel Simonds and Jesse Morrison, at St. Charles; John W. Honey and Elias Bates, at Herculeum; Moses Austin and William H. Ashley, at Mine à Breton; Joseph Pratte and William Shannon, at Ste. Genevieve; Pierre Menard and William Morrison, at Kaskaskia; Nicholas Jarrot and John Hay, at Cahokia, for the purpose of receiving subscriptions for stock in the Bank of St. Louis. A copy of the articles of the association will be found in the hands of each of the commissioners above named, the books to continue open for three months; shares at one hundred dollars each."

It was the first bank established in Missouri, and was organized on Sept. 2, 1816, with the following directors: Samuel Hammond, William Rector, Bernard Pratte, Risdon H. Price, Moses Austin, Theodore Hunt, E. B. Clemson, Justus Post, Robert Simpson, Charles N. Hunter, Walter Wilkinson, Theophilus W. Smith, and Elias Bates. On the 20th of September, Col. Samuel Hammond was elected president, and John B. N. Smith cashier. The capital stock was one hundred thousand dollars.

For over a year the bank was a most popular institution. It created an extraordinary impetus in business circles, encouraged the public mind, and was everywhere regarded as a most excellent enterprise. Early in 1818, however, there was a reaction, caused, it is said, by speculative and unsafe investments on the part of the management, and the stockholders and directors became divided. The antagonism finally culminated in a rupture in the board, and the seizure of the bank property by what was known as the Thomas H. Benton faction among the stockholders. These proceedings are fully set forth in the subjoined protest in the interest of the ousted officials, bearing date Feb. 13, 1818:

"TERRITORY OF MISSOURI, } ss.
COUNTY OF ST. LOUIS. }

"I, Joseph V. Garnier, a notary public in and for the county of St. Louis, in the Territory aforesaid, duly commissioned, at the request of the president and directors of the Bank of St. Louis, stating among other things that on Wednesday, the 11th day of February inst., a meeting of the board of directors of said bank being held at the banking-house of said bank (being discount day) after the business of the day had been gone

through, a certain resolution was offered by Joshua Pilcher, a director, supported and seconded by Elias Rector, also a director, having for object the removal from office of cashier of said bank of John B. N. Smith, which being carried in the affirmative by a majority of two (ten of the directors being present), a motion was made by the said Joshua Pilcher that the board proceed to the appointment or election of a cashier, which being also carried, the board proceeded to the election of a cashier, when, after two ballots without effect, on the third ballot Theophilus W. Smith was declared duly elected the cashier of the said Bank of St. Louis by a majority of four votes, three votes being in the negative and seven in favor of the said Theophilus W. Smith. That upon the result of the election being made known, three of the directors then present, to wit, the said Joshua Pilcher, Elias Rector, and Robert Simpson, tendered their resignation as directors of the said bank, which being recorded, their seats as directors of the said bank were declared vacated, and an entry of the same was made on the minutes of the proceedings of the said board of directors. That shortly after a tumultuous assemblage of persons was seen in and about the banking-house of said bank, instigated, it is supposed by the said Joshua Pilcher and Elias Rector, in consequence of the said election and appointment of the cashier as aforesaid, and for no other cause as is verily believed. That the said Joshua Pilcher, Elias Rector, Thomas H. Benton, Lieut. James McGunnele (of the army of the United States), Thompson Douglass, Stephen Rector, Thomas Handy, John Little, Jeremiah Connor, Taylor Berry, and Col. Daniel Bissel, also in the army of the United States, with others, at present unknown, did, as they also believe, enter the banking-house of the said bank with an intent forcibly to wrest from the president, directors, and officers of the said bank the possession thereof; and did actually then and there pass a resolution to possess themselves of the keys of the outer doors of the said bank, and did accordingly, or one of them for the whole and in the name of the whole, actually take possession of the same, and, having ordered out the subordinate officers of the bank, did lock up the doors thereof. The said president and directors further state that the aforesaid Joshua Pilcher and others did afterwards assemble near the said banking-house at the counting-room of the said Joshua Pilcher, and then and there demanded of the president the delivery by him of the keys of the vault of the same, which being refused, they did afterwards, on the evening of the same day, again assemble together, when the following resolution was adopted, to wit: 'Resolved, That a committee of five persons be appointed to take charge of the keys of the bank and to have the custody of the banking-house, and deny admittance to the said governing directors and their officers, and will assist in putting them out if they gain admittance by any means,' a copy of which was left by the said Joshua Pilcher and Jeremiah Connor with Eli B. Clemson, the president *pro tem.*, legally appointed by the president, who was prevented from attending by indisposition. They, the said Pilcher and Connor, in conjunction with Thomas H. Benton, having previously declared to the said Theophilus W. Smith, the cashier of the said bank, that it was their determined intention to carry the said resolution into effect should an attempt be made to regain the possession of the said bank and banking-house, which said declaration and threats thus made by the said Pilcher, Connor, and Benton, for themselves and on behalf of the aforementioned Elias Rector, James McGunnele, Thompson Douglass, Stephen Rector, Thomas Hanly, John Little, Taylor Berry, and Daniel Bissel, the said parties thus protesting had no doubt and verily believed would be carried into execution should an attempt be made at regaining the possession of the said bank and banking-house, whereby and wherefor all attempts at the same have by the said protesting

parties been thought useless and even dangerous. Afterwards, to wit, on the 12th day of the same month, Theophilus W. Smith, the cashier of the said bank, made of the said Joshua Pilcher, Thomas H. Benton, and Jeremiah Connor a demand of the keys of the said bank, which were denied him; Col. Eli B. Clemson, the president *pro tem.*, also made a demand of the keys aforesaid of the said Joshua Pilcher, and the same were refused and denied him; whereby the said president and directors and the suhaltern officers of the said bank have been prevented from attending to the duties of their respective appointments, to the great damage, prejudice, and detriment of the said Bank of St. Louis, the stockholders thereof and all others concerned, either directly or indirectly, with the same.

"Whereupon I, the said notary, at the request aforesaid, have and do hereby protest against the said Joshua Pilcher, Elias Rector, Thomas H. Benton, James McGunnege, Thompson Douglass, Stephen Rector, Thomas Hanly, John Little, Jeremiah Connor, Taylor Berry, and Daniel Bissel, and all others concerned, for all the damages, losses, interests, and costs suffered or to be suffered by the said president and directors of the Bank of St. Louis, the stockholders in the said bank, whether collectively or in their individual capacity, and all others concerned in business with the said bank of whatever nature soever, in consequence of or resulting from the taking possession by the said Joshua Pilcher, Elias Rector, Thomas H. Benton, James McGunnege, Thompson Douglass, Stephen Rector, Thomas Hanly, John Little, Jeremiah Connor, Taylor Berry, and Daniel Bissel of the said Bank of St. Louis and the hanking-house thereof, and the keeping out of the same the said president and directors, and thereby putting a stop to and preventing the carrying on of the business of the same and exposing it to disorder."

Legal proceedings were instituted against those who took forcible possession of the bank, and on February 20th following it was announced that "the banking-house of the Bank of St. Louis having been restored to the possession of the board of directors by the individuals in whose possession it has unlawfully been, the public are hereby notified that the bank will be open for business as usual on Monday, the 23d day of February inst., at ten A.M. By order of the board. S. HAMMOND, *President.*"

On March 3d following the opposition party published the following protest:

"TO THE PUBLIC: Whereas, a notice was given by the president and directors of the Bank of St. Louis to the public that the Bank of St. Louis would open on Monday, the 23d inst., for the transaction of business; and whereas that period has passed without his notification having been complied with, but another advertisement has been published, notifying the public that the Bank of St. Louis would remain closed until the 10th March next, stating among other reasons for such a measure that 'it is believed' (by the president and directors) 'that a combination has been formed for the purpose of embarrassing the proceedings of said bank, which combination still exists,' the undersigned, stockholders in the said bank, being fully satisfied that no such combination has ever existed, and that this is only a pretext of the said president and directors to shield themselves from the imputation such a proceeding was calculated to draw upon them from the public, and also to give an additional coloring to the proceedings of the 11th and 12th inst., and being also convinced that no substantial cause exists

for the adoption of such a measure by the said president and directors, we do therefore most solemnly protest against such a proceeding on the part of the said president and directors as calculated materially to injure the interests of the stockholders in said bank; we do also further protest against the manner in which the business of the said bank is at present conducted, by keeping the doors closed and refusing the payment of their paper, at the same time receiving payments from many individuals who are obliged to enter the hanking-house by a private door for that purpose.

"Stephen Rector, Thompson Douglass, Joshua Pilcher, Elias Rector (agent for William Rector), Thompson Douglass (attorney for Risdon H. Price), J. McGunnege, J. McGunnege (attorney for Daniel Bissel), Taylor Berry, T. H. Benton (for self and Thomas Wright), John Little, Thomas Hanly.

"St. Louis, Feb. 26, 1818."

On March 12, 1818, the board of directors, through S. Hammond, president, issued a notice that "the public mind having become tranquillized, the Bank of St. Louis opened for business on Tuesday last, redeemed its paper in specie, and the public are hereby notified that it will continue to redeem its paper in specie on its presentation."¹

After the disagreement of February, 1818, the bank continued to decline until July, 1819, when it finally collapsed, to the serious disadvantage of its stockholders. On July 12, 1819, the following notice declared the suspension of the first bank established in St. Louis:

"The directors of the Bank of St. Louis, finding that the operation of the bank cannot be continued either with profit to the stockholders or advantage to the community, have determined to suspend the business of the bank. A general meeting of the stockholders has therefore been called to take into consideration the propriety of continuing or closing finally its concerns; and in the mean time, to save the creditors of the bank from losses or unnecessary delay in the liquidation of their demands, the directors have made specific assignments of the effects of the bank, appropriating them so as to discharge the debts due by the bank as promptly as possible.

"The Bank of St. Louis, after a suspension of business for

¹The directors of the Bank of St. Louis prior to the 8th of December, 1817, for that year were Samuel Hammond, Robert Simpson, Thompson Douglass, Justus Post, Thomas Wright, Risdon H. Price, Moses Austin, William Rector, Eli B. Clemson, J. B. N. Smith (cashier), Joshua Pilcher, Samuel Perry, Theodore Hunt, Elias Bates; after Dec. 8, 1817, until Feb. 11, 1818, Samuel Hammond, Justus Post, Joshua Pilcher, Walter Wilkinson, James Mason, Moses Austin, Elias Rector, Eli B. Clemson, Nathaniel B. Tucker, J. B. N. Smith (cashier), J. J. Wilkinson, Robert Collet, Elias Bates, Robert Simpson; after Feb. 11, 1818, to Dec. 14, 1818, Samuel Hammond, Walter Wilkinson, Justus Post, Nathaniel B. Tucker, Eli B. Clemson, Theophilus W. Smith, James Mason, Rufus Easton (two vacancies), J. J. Wilkinson, Stephen F. Austin, Elias Bates, Theophilus W. Smith (cashier); from Dec. 14, 1818, Risdon H. Price (president), Stephen F. Austin, Rufus Easton, Frederick Dent, Jesse G. Lindell, Samuel Hammond, John Nivin, Samuel Perry, John Hall, Robert Simpson, Eli B. Clemson, James Clemens, Jr., Paul Anderson.

about twelve months, resumed operation on the 3d of March last, under the expectation on the part of the directors of being able, if not to continue the operation of the bank successfully, at least to collect the debts due the bank, and pay the claims against it more promptly than while in a state of suspension. The first object of the directors, therefore, was to acquire a fund on which to commence temporarily until the bank could collect the debts due to it.

“By order of the board of directors.

“RISDON H. PRICE, *President.*”

Branch Bank of the United States.—In the year 1829 a branch of the Bank of the United States at Philadelphia, chartered by Congress in 1816, was established in St. Louis with the following officers: John O'Fallon, president, William Clark, Thomas Biddle, Peter Lindell, William H. Ashley, John Mullanphy, George Collier, James Clemens, Jr., Matthew Kerr, Pierre Chouteau, Jr., and Edward Tracy, of St. Louis, Samuel Perry, of Potosi, and Peter Bass, of Boone, directors; Henry S. Coxe, cashier; George K. McGunnege, clerk; and Thomas O. Duncan, teller. John O'Fallon was re-elected in 1830, 1831, 1832, and 1833, and after the latter date we find no account of the institution, which succumbed about that time to the embarrassments growing out of the determined hostility of President Jackson's administration to the parent bank at Philadelphia.

The directors during these years were as follows: 1830, John O'Fallon, William Clark, Thomas Biddle, William H. Ashley, John Mullanphy, George Collier, James Clemens, Jr., Pierre Chouteau, Jr., Edward Tracy, Jesse G. Lindell, John Kerr, Louis Vallé, of Ste. Genevieve, John Bull, of Chariton; 1831, John O'Fallon, John Mullanphy, George Collier, Jesse G. Lindell, Bernard Pratte, John W. Johnson, Thomas Biddle, William H. Ashley, John Kerr, Daniel D. Page, Charles Wahrendorff; 1832, John O'Fallon, John Kerr, Jesse G. Lindell, Daniel D. Page, Bernard Pratte, John W. Johnson, John H. Gay, James Clemens, Jr., Henry Von Phul, Peter Powell, Edward Tracy; 1833, J. O'Fallon, D. D. Page, B. Pratte, Sr., J. H. Gay, J. Clemens, Jr., H. Von Phul, E. Tracy, G. Collier, J. Mullanphy, A. Kerr, A. Gamble. On the 12th of March, John O'Fallon was unanimously re-elected president.

The affairs of the branch bank in St. Louis were conducted with the strictest integrity, and the directors never forfeited the confidence reposed in them by the public.

The Bank of the State of Missouri¹ was chartered in 1837, the act of incorporation being signed February 1st of that year. On that day, in the evening,

the election for president and directors took place, with the following result: John Brady Smith, of St. Louis, president of the parent bank; Hugh O'Neill, Samuel S. Reyburn, Edward Walsh, Edward Dobyns, William L. Sublette, John O'Fallon, directors of the parent board.

Branch at Fayette: J. J. Lowry, president; W. H. Duncan, J. Viley, Wade M. Jackson, James Earckson, directors. On the 20th of February a subscription was opened for the \$50,000 capital stock required to authorize the subscription on the part of the State, and \$108,000 was realized. The capital stock was \$5,000,000, and the State held one-third of the amount. The bank purchased the house of Pierre Chouteau, on Main Street near Vine, shortly afterward, and on April 15th began operations.

In June, 1837, the board of directors was completed by the appointment by Governor Boggs of C. C. Detchemendy, of Ste. Genevieve, and Carty Wells, of Warren, as directors on the part of the State. The organization of the bank was then as follows: President, John Brady Smith; Directors, Hugh O'Neil, Edward Walsh, Samuel S. Reyburn, William L. Sublette, Edward Dobyns, John O'Fallon, D. C. M. Parsons, Thomas West, C. C. Detchemendy, Carty Wells (on the part of the State), George K. McGunnege, Theodore L. McGill (elected by the stockholders); Cashier, Henry Shields.

John Brady Smith was one of the most efficient officers the bank ever had. He remained at its head for many years, and died March 17, 1864.

Mr. Smith accompanied his father to St. Louis at an early period, and was at one time one of the most extensive and liberal merchants in St. Louis. As the first president of the bank, he administered its affairs with safety and liberality during several trying periods of financial disaster. He was collector of the county of St. Louis for several years, and at all times enjoyed the fullest confidence of his fellow-citizens.

On the 31st of July, 1837, the bank began issuing its own paper, the lowest denomination of notes being twenty dollars. In 1839 it suffered a serious loss in the abstraction of one hundred and twenty thousand dollars in foreign coin stored in its vaults, and although an arrest and prosecution followed, and every effort was made to recover the money, it was without result. In 1857 the institution was reorganized under the general law of the State of that year, and with its branches then had a cash capital of three million two hundred thousand dollars. There were eight branches, one at each of the following places: Cape Girardeau, Palmyra, Canton, Fayette, Springfield, Arrow Rock, Louisiana, and Chillicothe.

¹ The old Bank of Missouri was incorporated Feb. 1, 1817, as heretofore stated, but had only a brief existence.

In 1866 the stock held by the State was sold, and the bank was reorganized under the National Banking Act. Its title was changed to "The National Bank of the State of Missouri," the stock of all of the branches was consolidated with that of the parent bank, and the institution began operations as a national bank Nov. 1, 1866. The aggregate capital at the date of this movement was \$3,410,300. Col. James H. Britton, formerly of the Third National Bank of St. Louis, was elected president, Judge Barton Bates vice-president, E. P. Curtis cashier. Under this management the bank purchased all the water loan of five million dollars in 1868. In June, 1876, it having been found that the existing capital was too great to be profitable, it was deemed expedient to reduce it to two million five hundred thousand dollars.

Up to 1877 the National Bank of the State of Missouri was believed to be the strongest, as it was the oldest, institution of its kind in St. Louis. The bank had been uniformly successful and prosperous, its business had been most extended, yet it had always been conducted upon sound banking principles. It had never made money fast, but had paid its semi-annual dividends regularly. Of it it was said at this time, "In the long course of years during which the National Bank of the State of Missouri has been a leader in the banking business of the West, it has maintained its position in public confidence and esteem. It has survived panics and crises without being disturbed, and when banks were tumbling down in ruins on all sides this old and stanch institution stood as solid as a mountain."

Among the early officials of the bank were some of the most prominent men in the State. Its other presidents besides Mr. Smith, before its organization under the National Act, were Ferdinand Kennett, Bernard Pratte, Joseph Charless, Edward Walsh, Robert Campbell, James M. Hughes, and Robert A. Barnes.

Mr. Barnes was born in Washington, D. C., Nov. 29, 1808. His father was Jesse Barnes, of Charles County, Md., whose ancestor emigrated in 1662 from the county of Norfolk, England, to the southern part of Maryland, settling near the site of the present town of Port Tobacco. His mother was Mary Evans, of Prince George County, Md.

When thirteen years old he was placed in charge of an uncle, Richard Barnes, of Louisville, Ky., from whom he obtained his business education. Having determined to make St. Louis his home, he removed thither, arriving on the 17th of May, 1830, and has resided there ever since.

In December, 1840, Mr. Barnes became a director in the Bank of the State of Missouri, and was

continued as such until November, 1866, a period of nearly twenty-six years, during the last eight of which he was its president. In November, 1866, as we have seen, the institution became a national bank, when its management passed into other hands. He was also a director in various other corporations. Mr. Barnes has never had any political aspirations, and has led the quiet life of a private citizen. On the 28th of January, 1845, he married Louise de Mun, third daughter of Jules de Mun and Isabelle Gratiot. There is no living issue of this marriage.

A large proportion of the subordinates of the old Bank of Missouri were in its service for a long term of years. Up to the year 1877 it had had only three cashiers,—Henry Shields, A. S. Robinson, and E. P. Curtis.

Early in 1877 rumors became current to the effect that the bank was embarrassed by reason of shrinkage in the value of its securities. This led to an investigation by the comptroller of the currency, which resulted in an order for the election of a new board of directors. At this election in May, 1877, four new members were chosen, consisting of Hon. John B. Henderson, N. S. Chouteau, Web M. Samuel, and H. S. Mills. At the next meeting of the board after the election it ordered an examination of the affairs of the bank, appointing for that purpose the gentlemen named above in conjunction with J. H. Britton, president, and Barton Bates, vice-president of the bank. The result was a unanimous vote to wind up the business, either by securing the appointment of a receiver, or by placing the bank in voluntary liquidation.

The failure of the bank created the greatest surprise, as there were few persons in the West who doubted its strength and solvency, and so strong was the confidence placed in it that the city and State funds were deposited in it. Its suspension was ascribed to the following causes:

In 1873, when the panic came, the bank found itself in possession of many securities, real and personal, which at the time were fully up to the values for which they were pledged. Subsequently the shrinkage in values was so great that the assets could not be kept up to the standard. This depreciation was all the more severely felt because of the general depression in trade during the previous three years, which had prevented all the banks of the country from making the profits of former years. The bank had a good record as a promoter of public enterprises. It took corporation loans, it aided the building of railroads within the State borders, it subscribed liberally to the stock of the new Merchants' Exchange, and it assisted the tunnel and bridge enterprises and the Eads



Robert A. Barnes

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jetties. No city or county or State loan was offered in the market but that the bank made bids. At the time of the failure its board of directors was composed of J. H. Britton, president; Barton Bates, vice-president; James B. Eads, John B. Henderson, N. S. Chouteau, J. S. Walsh, C. F. Burns, Web M. Samuel, and H. S. Mills.

The Exchange Bank was chartered in 1856, with a capital of five hundred thousand dollars, and was one of the few institutions of its kind that did not reorganize under the national banking laws. Books for subscriptions to the stock were opened on the 21st of March, 1857, at the office of Bogy, Miltenberger & Co., and the advance notice of the fact was signed by the following corporators and commissioners: Lewis V. Bogy, Andrew Christy, Edward Cabot, Joseph S. Pease, Samuel B. Wiggus, M. L. Jackson, L. Dorsheimer, Bartholomew Rice.

On the 9th of October, 1857, the stockholders elected as directors Lewis V. Bogy, Louis Dorsheimer, Joseph S. Pease, M. W. Warne, E. Schneider, J. W. Spalding, John D. Perry, John T. Douglass, Louis C. Herschberg, A. Berthold, A. M. Waterman, Stephen Hoyt, J. B. Osborn. On the 11th of the same month Lewis V. Bogy was elected president. In 1869 the bank erected a building at 217 North Third Street, and removed from its old location opposite the custom-house. In 1874, Joseph Bogy was elected president. The Exchange Bank, and its New York correspondent, the Chemical Bank, were the only banks which did not suspend specie payment in their circulation. This bank always paid coin in redeeming its bank notes.

The Merchants' National Bank was organized as a State bank in 1857, the notice of the opening of books for subscriptions, issued in March of that year, reading as follows:

"**MERCHANTS' BANK.**—Books for subscription to the capital stock of this bank will be opened on Wednesday, the 18th of March, 1857, at the office of the Millers' and Manufacturers' Insurance Company, on the corner of Main and Pine Streets, and will remain open from 9 o'clock A.M. until 4 o'clock P.M. of each day, until Tuesday, the 31st inst.

"Parties subscribing will be obliged to pay to the committee of corporators ten per cent. in gold and silver coin at the time of subscribing, and the residue at such times as may be required by the directors during the ensuing twelve months.

"**Corporators.**—James E. Yeatman, William G. Clark, Thornton Grimsley, B. M. Runyan, R. M. Parks, William T. Christy, Robert Campbell, John A. Brownlee, John G. McCune, D. A. January, Joseph Charles, William M. Morrison, Henry T. Blow."

In April, 1857, the organization was effected by the election of the following directors: John A. Brownlee, Joseph Charles, William M. Morrison, William L.

Ewing, Thomas T. Day, P. R. McCreery, D. A. January, James E. Yeatman, E. C. Sloan, B. M. Runyan, L. Levering, R. Campbell, J. W. Luke. John A. Brownlee was chosen president, and R. F. Barry cashier. Five months later, on the 1st of September, the bank went into operation. On April 23, 1861, the directors passed a resolution tendering to the State authorities a loan, for the purpose of enabling the State to take measures for a more efficient organization of the militia and to provide arms for defense.

On July 31, 1863, Robert K. Woods was elected cashier to succeed R. F. Barry, resigned.

In 1865 the institution was reorganized under the national banking law as a national bank. W. L. Ewing was elected president, and James E. Yeatman cashier. The presidents since the reorganization have been as follows: W. L. Ewing, elected in 1865 and served until 1866, when he was succeeded by Robert Campbell, who served one year, when Mr. Ewing was again elected and served for a similar term, being succeeded by George L. Stansbury in 1869. Mr. Stansbury served until 1872, when he retired and C. B. Parsons was chosen in his place. In 1874, James E. Yeatman was elected president, and still retains the position. The cashiers have been James E. Yeatman, elected in 1865 and served until 1874; Robert Eagle, elected in 1874 and served until 1878; James C. Moore, the present incumbent, chosen in 1878. The bank is now located on the corner of Locust and Third Streets. The present capital stock is \$700,000; surplus and dividend profits, \$157,254.

The present officers are James E. Yeatman, president; L. Levering, vice-president; James C. Moore, cashier; Directors, James E. Yeatman, A. F. Shapleigh, E. C. Sterling, L. Levering, J. L. Sloss, Thomas Rankin, Jr., John O'Fallon, David Rankin, H. T. Simon, E. A. Hitchcock, John A. Walsh, and H. L. Newman.

The Bank of Commerce was organized March 28, 1857, by John F. Darby, Lawrason Riggs, Carlos S. Greeley, Felix Coste, Marshall Brotherton, Henry Hassinger, and William H. Maurice. It was incorporated under an act of the General Assembly of Missouri as a State bank, Feb. 14, 1857, the incorporators being Asa Wilgus, A. P. Ladew, George M. Moore, W. H. Morris, Clark J. Morton, William Hassinger, John F. Darby, and Josiah G. McClellan. The bank was opened for business July 6, 1857, having for its board of officers Marshall Brotherton, president; R. M. Funkhouser, vice-president; and A. P. Ladew, secretary and treasurer. The different presidents of the bank were elected in the following order: Marshall Brotherton, elected March 28, 1857;

Felix Coste, elected Nov. 11, 1857; Henry J. Reed, elected Jan. 14, 1874; and C. B. Burnham, elected Jan. 13, 1875. Mr. Burnham still retains the position. The bank was originally located at No. 202 North Second Street, and was removed in 1872 to the corner of Fourth and Olive Streets. The institution was organized originally as a building and savings association, under the title of the "St. Louis Building and Savings Association," with an authorized capital of \$500,000, and a liberal charter, which also gave it banking privileges. On Jan. 1, 1869, the name was changed to that of the "Bank of Commerce." The original capital was paid in at the rate of \$2.50 per month per share, and at the end of the first six months amounted to \$15,105.50 in cash. On Jan. 1, 1864, the capital was \$200,000, which was afterwards increased to \$300,000 on July 1, 1864. In 1866 the stockholders voted to discontinue the payment of dividends and allow the profits to remain in the reserve fund of the association for five years, and in 1871 again voted to continue the non-dividend policy indefinitely. On July 1, 1878, the payment of dividends was, at the request of the stockholders, resumed; the accumulated earnings to the credit of the reserve fund at that date amounted to \$775,000, which with the capital of \$300,000 gave the bank \$1,075,000 of its own funds in the business.

On July 1, 1882, the reserve fund amounted to \$900,000, and the bank sold the remaining two thousand shares of stock to its shareholders at \$100 per share, making its capital stock July 1, 1882, \$500,000, and the reserve fund \$1,500,000, being a total capital of \$2,000,000.

The present officers are C. B. Burnham, president; Nathan Cole, vice-president; and J. C. Van Blarcom, cashier. The directors are James W. Bell, C. B. Burnham, G. W. Chadbourne, Nathan Cole, Samuel M. Dodd, George J. Plant, W. H. Pulsifer, W. H. Thompson, and John Whittaker.

The **Mechanics' Bank of St. Louis** was incorporated under the general laws of Missouri in 1857, and in March of that year notice was given that on Thursday, March 19, 1857, books for the subscription to the capital stock would be opened at the room of the Mechanics' and Manufacturers' Exchange, on Chestnut Street, between Third and Fourth Streets, and would remain open from nine in the morning until three o'clock in the afternoon of each day until Monday, the 30th day of March.

The notice was signed by Charles H. Peck, B. W. Alexander, Bernard Bryan, John C. Evans, N. M. Ludlow, D. K. Ferguson, J. W. Thornburgh, S. C. Hunt, L. D. Baker, R. M. Parks, Oliver A. Hart,

John Evill, William S. Cuddy, G. I. Barnett, John M. Wimer, incorporators.

The bank was opened for business in November, 1857, being then located on the corner of Third and Chestnut Streets. Joseph Charless was elected the first president in 1857, and his successors in order were J. W. Wills, Oliver Garrison, and D. K. Ferguson. The first cashier was J. W. Wills, his successors being Charles Everts, George T. Hulse, and R. R. Hutchinson, the present incumbent.

The institution has always transacted business under a charter from the State of Missouri. This bank is now located on the corner of Second and Pine Streets.

The last annual statement of Dec. 15, 1882, makes the following exhibit:

<i>Resources.</i>	
Loans and discounts.....	\$1,891,603.85
Real estate.....	9,513.29
Sight exchange.....	360,074.74
Cash.....	621,560.17
	\$2,882,752.05
<i>Liabilities.</i>	
Capital stock.....	\$600,000.00
Undivided earnings.....	129,871.39
Unclaimed dividends.....	1,971.00
Deposits { Individual, \$1,955,425.33 } ..	2,150,909.66
{ Banks, 195,484.33 } ..	
	\$2,882,752.05

The officers during 1882 were D. K. Ferguson, president; J. W. Branch, vice-president; R. R. Hutchinson, cashier; Directors, Oliver Garrison, R. M. Parks, John G. Wells, E. N. Leeds, D. R. Garrison, R. Sellew, D. K. Ferguson, Joseph W. Branch, John N. Booth, R. B. Whitmore, Benj. B. Graham, and W. L. Wickham.

Joseph Charless was born in Lexington, Ky., Jan. 17, 1804. His father, Joseph Charless, was a native of Westmeath, Ireland, where he was born July 16, 1772. The family was originally of Wales, from which principality John Charles emigrated to Ireland in 1663. Joseph Charles the elder was implicated, with Emmet, Lord Edward Fitzgerald, and other noble spirits, in the Irish rebellion of 1795, upon the failure of which he fled to France, whence he soon emigrated to the United States, landing in New York in 1796. To maintain the familiar European dissyllabic pronunciation of his name he added a final s to its spelling, and thus Charles became Charless.

Joseph Charless the elder was a printer by trade, made his home in Philadelphia, and found employment with Matthew Carey, the publisher, himself an Irish patriot and refugee, a man of warm heart and generous impulses, a creator of public opinion, a friend



Painted by John Arthur, 1852

Gov. Chas. A. Smith

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of Franklin, Lafayette, Washington, and Henry Clay, and a hater of everything English, from William Cobbett to Manchester cottons. Carey was a great favorer of "the American system" of protection to American industries (he was the father of Henry C. Carey), and it was probably through his acquaintance with Clay that the senior Charless was induced to remove to Kentucky. In 1798 he had married Mrs. Sarah McCloud, a widow with one child,—her maiden name being Jordan, born Jan. 28, 1771, at Wilmington, Del. He moved to Lexington in 1800, and to Louisville in 1806, coming finally to St. Louis in 1808, where he founded the *Missouri Gazette*, the first newspaper published in St. Louis and west of the Mississippi, a journal which still flourishes in vigorous usefulness and widespread influence as the *Republican* of St. Louis.

Joseph Charless the elder was a man full of all good qualities, honored and respected by all who knew him; simple in manner and habit, an impulsive, warm-hearted, generous Irish gentleman, hospitable to a degree, and brimful of cheery humor. He lived to be sixty-two years old, while his widow died at the age of eighty-one, outliving all her children but one, Joseph, the subject of this sketch, and all her grandchildren except two.

Joseph Charless the second, the fourth child of his parents, was very early put to "the case" and taught the rudiments of the printer's trade in his father's office. Then, an academy having been started in St. Louis, he was sent there to complete his education; began the study of law under Francis Spalding, a leading member of the bar of St. Louis, and finished his studies in the law school of Transylvania University, Lexington, Ky.

A profession, however, was not to his taste, and his father having sold out his interest in the *Missouri Gazette* and gone into the wholesale drug business, Joseph became his partner in 1828, and from that time was a prominent man among the merchants of St. Louis. Joseph Charless, Sr., died in 1834, his son persuading him on his death-bed to alter his will and make an equal partition of the estate, which he intended bequeathing all to his favorite son, Joseph. This act was characteristic of the whole life of Mr. Charless, in whom the spirit of justice was instinctive. The tender and beautiful little "Memorial" of his domestic life, prepared for her grandchildren by his widow, unconsciously reflects this trait in his character on every page. This venerable lady, still surviving, is Charlotte, daughter of Capt. Peter Blow, a veteran of the war of 1812. Her mother was formerly a Miss Taylor, and both her parents were Virginians of the

old stock. They had emigrated from Virginia, and, after farming in Alabama and elsewhere, came to St. Louis in May, 1830. Miss Blow became the wife of Joseph Charless, Nov. 8, 1831.

Joseph Charless was closely attentive to business all his life, not content merely to maintain his house at a paying level, but striving always to extend its connections and *clientèle*, and increase the number and scope of its operations, going from jobbing to importing, and from importing to manufacturing. But he was a public man at the same time in the truest sense, not as a politician and office-holder, but as a representative and promoter of public business interests. He had little to do with politics, though always an earnest Old-Line Whig; but he took a leading part in municipal councils, just as he made himself prominent in church and Sunday-school,—he was a Presbyterian and an elder,—as a matter of public duty; he took his place in the board of aldermen, among the directors of the public schools, and was a railroad director and bank president. The State appointed him president of the Bank of the State of Missouri, and he was president of the Mechanics' Bank, and director of the Pacific Railroad at the time of his sudden death, besides being one of the most active men in the city in encouraging the founding of the City University. Mr. Charless was loved and cherished by a very large circle of business friends, acquired in the domestic sphere in which he shone, in the church, the school board, the bank, and the business connections of the extensive house of Charless, Blow & Co., of which he was the head. His personal integrity and worth, his high business standing, his skill and probity in all sorts of affairs earned him the respect and confidence of the entire community; they looked to him as a leader, and he never hesitated to take the lead in every creditable and honorable enterprise for advancing the interests of St. Louis. He contributed his money freely to all these, and he was quick to see the advantages of every solid scheme of public improvement. He gave liberally and wisely in benevolence; in charity, in ministering to the sick, the suffering, and the needy his purse was always open, and his personal services always employed.

Mr. Charless was a man of deep, unaffected piety in all the walks of life, a consistent and active Christian at church, at home, in society, and business alike. His conformity was steadfast and consistent, without making him strait-laced or austere. His manners were gentle, polite, and all that the winning benevolence and generous nobility of his face and bearing promised; he was kindness and courtesy personified, and he had no enemies. He never made

any enemies except one, the man whose dastard malignity turned him into an assassin. This man, Joseph W. Thornton, was hanged Nov. 11, 1859, and Joseph Charless forgave his deed, though his fellow-citizens and the law could not do so. Thornton had been defendant in a criminal action, in which it became Mr. Charless' duty to bear witness against him. Charless told only what he knew, what the law compelled him to reveal, and it must have been an ungrateful task to a man of his gentle disposition; but Thornton never forgave him, always declaring that Charless' testimony had ruined his prospects and deprived him of his livelihood, which indeed was the consequence of his own act, not what Charless bore witness to. He brooded over it, and at last waylaid him on June 3, 1859, and fired two shots at him. This was on Market Street, between Third and Fourth Streets. The first shot prostrated the victim, and as he fell the assassin fired another shot at him, all without a word of warning. Such a feeling of intense indignation was aroused at this wretched deed that the military had to be called out to preserve order and save Thornton from lynching. Mr. Charless died, after twenty-four hours' great suffering, with the peace and composure of the Christian always ready for any summons, no matter how sudden.

The painful tragedy of Mr. Charless' death and the great love and esteem in which he was held by all his fellow-citizens led to a more than usually solemn and imposing funeral. An immense concourse of people was present in and around the Second Presbyterian Church, in which he had worshiped, and all there were mourners and filled with feelings of profound sympathy for his bereaved family. The pall-bearers, headed by John O'Fallon, consisted of James H. Lucas, Edward Bates, H. R. Gamble, Robert Campbell, John Simonds, Wm. W. Greene, Thornton Grimsley, Geo. K. McGunnegle, Edward Walsh, N. Paschall, Charles Keemle, B. F. Edwards, Wm. Nisbet, I. W. Willis, and Chas. S. Rannels. The banks, churches, railroad companies, and all the other financial, benevolent, and religious associations with which Mr. Charless had so long and intimately been connected passed resolutions of condolence and sympathy, and the whole community, roused to its depths by such a sad and untimely taking off, did not stint to express its consciousness of the great loss it had sustained in the death of so honored, trusted, and useful a citizen.

The **St. Louis National Bank** was established in the spring of 1857, under the name of the Bank of St. Louis. The original notice of the opening of the subscription books read as follows:

"Notice is hereby given that on Wednesday, the 18th day of March, 1857, we will open books for the subscription to the capital stock of the Bank of St. Louis, at the office of John J. Anderson & Co., corner of Main and Olive Streets, in the city of St. Louis, and they will remain open from nine in the morning until three o'clock in the afternoon of each day until Saturday, the 26th day of March.

"All persons subscribing will be required to pay ten per cent. in gold and silver, and the balance at such time and in such amounts as may be required by the directors; it being provided, however, according to the charter, that the whole amount shall be paid within one year from the date of subscription.

"*Corporators.*—John J. Anderson, John G. Priest, George Knapp, A. P. Ladew, D. S. Senter, Madison Miller, Joseph Widen, Stephen Haskel, James Harrison, Taylor Blow.

"*Sr. Louis, March 3, 1857.*"

The original directors were John Simonds, A. G. Switzer, Frederick Meyer, George B. Sanderson, George S. McClure, Henry T. Mudd, George R. Robinson, Morris Collins, William Lucas, L. M. Kennett, J. B. S. Lemoine, S. B. Wiggins, T. A. Buckland. John J. Anderson was elected president, and John Brown cashier. The bank began operations Dec. 15, 1857.

Towards the close of 1860, R. P. Hanenkamp, afterwards city comptroller of St. Louis, was elected president, and held the position for three years, at the end of which William E. Burr was chosen his successor. Mr. Burr has continued in the management of the bank ever since.

In 1865 the institution was changed to a national bank, and became known as the St. Louis National Bank. Its incorporators as a national bank were William E. Burr, James H. Wear, R. P. Hanenkamp, John F. Tolle, Benjamin Stickney, Thomas Ferguson, Joseph Garneau, and N. Schaeffer. The officers at this time were William E. Burr, president; James H. Wear, Benjamin Stickney, Thomas Ferguson, R. P. Hanenkamp, Joseph Garneau, William Ballentine, N. Schaeffer, John F. Tolle, directors; and Louis C. Billon, cashier.

The bank, as originally operated, was located on Chestnut Street, between Main and Second Streets, and was well patronized from the beginning. When changed to the St. Louis National Bank in 1865 it was removed to the building on Olive Street, opposite the post-office. Having sold that building, it moved in 1875 to its present commodious quarters in the Chamber of Commerce building. The government funds collected in the city and in a large extent of surrounding country are all deposited in this bank, together with all the collections of the internal revenue office, as well as those of the post-office and the bankrupt courts.

The annual statement of the bank, Dec. 31, 1881, showed its resources to be \$3,143,876.82; capital

stock paid in, \$500,000; surplus fund, \$56,335.44; undivided profits, \$36,902.80; deposits, \$581,305.39; United States deposits, \$110,913.63.

The officers for 1882 were William E. Burr, president; J. G. Chapman, Nathan Cole, S. H. Lafin, H. McKittrick, F. Mitchell, James M. Nelson, S. A. Bemis, James H. Wear, directors; and John Nickerson, cashier.

The First National Bank of St. Louis was organized in October, 1863, and began operations on the 10th of that month in its new building at the junction of Fifth Street and Carondelet Avenue, with the following officers: President, F. W. Cronenbold; Vice-President, Christian Staehlin; Cashier, Peter Weiss; Directors, F. W. Cronenbold, Christian Staehlin, James Harrison, Bernhard Heidacker, Henry Kalbfleisch, William Lemp, Francis A. Lorenz, George Gehrke, and Henry Steinmeyer. The amount of stock subscribed at this time was over one hundred thousand dollars. In 1871 some of the officers became involved and the bank changed its name to the Empire Bank. Mr. Kalbfleisch was elected president. It continued under the same directors until 1876, when the business was turned over to the Lafayette Bank. A handsome building was erected at the junction of Fifth and Merchant Streets for the First National Bank.

The Lafayette Bank was organized in 1876, with a paid in capital of one hundred thousand dollars. The incorporators were F. Arendes, H. Ziegenhein, Charles B. Stuever, William Hahn, and Philip W. Schneider. F. Arendes was the first president, H. Ziegenhein vice-president, and F. Lesser cashier. The first directors were the incorporators. The original location was the corner of Carroll Street and Carondelet Avenue. From here it was removed to its present location, at the junction of Fifth and Merchant Streets. The present officers are F. Arendes, president; H. Ziegenhein, vice-president; and P. J. Doerr, cashier; Directors, F. Arendes, H. Ziegenhein, Charles B. Stuever, W. Hahn, and Philip W. Schneider.

The Second National Bank was organized in December, 1863, with a capital of \$200,000, with the privilege of increasing it to \$1,000,000. The first board of directors was composed of T. B. Edgar, George H. Rea, S. Rich, George P. Plant, Morris Taussig, J. O. Pierce, E. O. Stanard, Charles Holmes, and Wm. Smith. T. B. Edgar was chosen president, and E. D. Jones, of the Exchange Bank, cashier. The bank began business in January, 1864. It immediately became conspicuous in its services in placing the popular loans of 7-30's, 5-20's, and 10-40's, and handled

a larger amount of these securities than any other bank in St. Louis. The bank declared its first dividend May, 1864, and in July, 1868, gave to its stockholders a fifty per cent. dividend in stock, making the capital \$300,000.

During a period of ten years its dividends amounted in the aggregate to \$370,175, ranging from five to six per cent. semi-annually, up to July, 1873, at which time it suspended the payment of dividends, preferring to let the accumulations remain for the benefit of increasing business.

The Third National Bank of St. Louis was originally chartered by the General Assembly of Missouri for 1856-57 as the Southern Bank of St. Louis, with a capital of \$1,000,000. The incorporators were James S. Watson, James H. Britton, Abner Hood, Wm. J. McElhinney, and Wm. T. Wood. On the 6th of April, 1857, the following persons were elected directors:

Robert M. Funkhouser, John J. Roe, Samuel K. Wilson, Abner Hood, E. B. Kimball, Charles Miller, Wm. H. Barksdale, John J. Mudd, E. F. Pittman, John R. Lionberger, Wm. J. McElhinney, James S. Watson, James H. Britton. This board subsequently elected as officers James S. Watson, president; James H. Britton, cashier; George O. Atherton, teller; B. W. Dudley, general book-keeper; Thomas A. Stodart, individual book-keeper.

The bank began operations June 16, 1857, on Pine Street, near Main, with \$110,600 of paid in stock. In February, 1859, President Watson died, and on March 14th following, E. B. Kimball was elected his successor.

James S. Watson was born at Jackson, Tenn., Sept. 17, 1815. Of his early career little is recorded. He is understood to have lived some years in Kentucky; and about 1839 removed to St. Louis, where he was employed for some time as clerk. He then went to St. Charles, Mo., where he was similarly occupied, and where, March 25, 1841, he was married to Miss Alby A. Easton. In November, 1842, he was elected chief clerk of the lower house of the Legislature. Under the firm-name of Watson & Yosti, he for some time transacted business at Boonville, Mo., where he made an excellent record as an honorable and successful business man. In December, 1849, he entered into partnership in the wholesale boot and shoe business with Thomas E. Tutt at St. Louis. This partnership continued five years, the firm transacting a large and profitable business.

Mr. Watson was one of the passengers on the train that met with the fearful casualty at the Gasconade bridge, whereby many persons lost their lives, and he

was so badly injured that his life was despaired of. Having a fine constitution he rallied sufficiently to be able to engage in business again, but, while traveling eastward and when near Philadelphia, he was again almost killed by a collision. For the second time he apparently recovered, and resumed business with his usual energy and perseverance, but he never fully regained his strength, and his death, which occurred at New Orleans, Feb. 25, 1859, was doubtless hastened by the injuries which he sustained in these two accidents.

Mr. Watson's business career in Missouri appears to have been uniformly successful, and in St. Louis he was a leader in whatever he undertook. He was public-spirited, and took a deep interest in politics. His sympathies were with the Democratic party, and he enjoyed the friendship and confidence of its leading men in Missouri and the West. He had great faith in the future of St. Louis, and erected the first dwelling south of Lafayette Park.

There are not many of Mr. Watson's contemporaries living, but those who remain testify most cheerfully to his many noble traits. He was a true friend, an obliging neighbor, an accurate business man, a kind husband, and an affectionate father.

Mr. Watson was a brother-in-law of Hon. Thomas L. Anderson, Samuel L. South, Archibald Gamble, and Gen. L. C. Easton, gentlemen of character and prominence then and for many years subsequently. At his death he left a wife and two children.

On the 2d of January, 1864, the Southern Bank having been changed into a national bank, with a cash capital of one million dollars, was reorganized, and began operations as the Third National Bank of St. Louis.

The directory under the reorganization consisted of E. B. Kimball, president; James H. Britton, cashier; and E. B. Kimball, Charles K. Dickson, John R. Lionberger, James B. Eads, William N. Switzer, Eugene Jaccard, Samuel R. Filley, John Jackson, and James H. Britton, directors.

On March 14, 1864, Mr. Kimball resigned the presidency, and James H. Britton was elected his successor. On the same day Thomas A. Stoddart was elected cashier. Mr. Britton served as president until Nov. 1, 1866, when he resigned to accept the presidency of the National Bank of the State of Missouri. John R. Lionberger, his successor, resigned Nov. 8, 1876, and was succeeded by Thomas E. Tutt, the present chief executive of the bank.

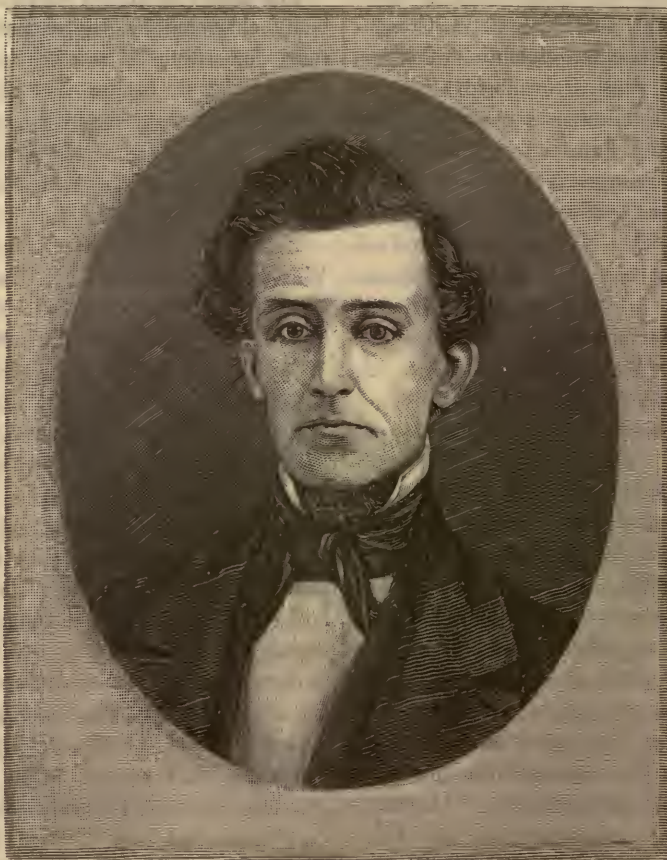
The bank was removed from its original location on Pine Street to Second Street near Pine, and on Nov. 25, 1874, occupied its new building, No. 417 Olive Street, where it still remains. This building is six stories in height, with a stone front, and basement and first floors fire-proof.

During its existence this bank has paid to shareholders

in dividends \$1,902,540, of which \$1,512,400 was declared and paid in its character of the Third National Bank.

The present officers are Thomas E. Tutt, president; John R. Lionberger, vice-president; T. A. Stoddart, cashier; Directors, John Jackson, Oliver B. Filley, John R. Lionberger, Thomas E. Tutt, Leonard Matthews, James W. Paramore, W. T. Wilkins, J. S. Walsh, J. M. Franciscus.

The Fourth National Bank of St. Louis was organized Feb. 1, 1864. It was chartered Feb. 26, 1864, under the general National Bank Act, and was



JAMES S. WATSON.

first opened for business on March 22, 1864, with a capital stock paid in of \$500,000. The incorporators were John C. H. D. Block, Joseph J. Mersman, C. L. Holthaus, John C. Nulsen, F. E. Schmieding, Francis Cornett, John H. Kaiser, Arnold Hussmann, C. L. Buschmann, and Christian Peper. The first board of officers was composed of Joseph J. Mersman, president; John C. H. D. Block, vice-president; and Frederick W. Biebinger, cashier, the last of whom still holds the position. In 1866, John C. H. D. Block succeeded to the presidency of the bank, and has retained it ever since. When the bank was first organized it was located on the northwest corner of Third and Washington Streets, where it remained until it was removed to the present location on the northeast corner of Fourth and Washington Streets. It has a capital paid in of \$500,000; surplus fund, \$200,000; contingent fund, \$41,969.21; and undivided profits of \$91,607.41. The assets, consisting of United States bonds, Missouri State bonds, real estate, and other good securities, amount to \$4,693,013.91.

The present board of officers is composed of John C. H. D. Block, president; A. Hussmann, vice-president; and F. W. Biebinger, cashier. The directors are John C. H. D. Block, F. E. Schmieding, Francis Cornett, John H. Kaiser, Arnold Hussmann, C. L. Buschmann, Christian Peper, Henry Grove, and Louis J. Holthaus.

The Fifth National Bank was first organized in 1860 under the name of the Tenth Ward Savings Association. The incorporators and first directors were Henry Overstolz, Thomas L. Sturgeon, Philip Stremmel, Gustavus Hoffman, Thomas M. Speer, James Stoltebinn, John H. Marquard, Nicholas Hatch, and N. F. W. Brentzen. The bank was first located on Broadway and Exchange Street. In 1881 it was again incorporated under the name of the Tenth Ward Savings-Bank, the directors being Louis Espenschied, James Green, John H. Marquard, Albert Schroder, Theodore Koch, Henry Overstolz, and C. C. Crecelius. Henry Overstolz was the first president, and Theodore Koch was the first cashier. In January, 1883, it was organized under the National Banking Act as the Fifth National Bank, and on January 10th opened for business on the northeast corner of Fifth Street and Christy Avenue. Henry Overstolz was chosen president, Louis Espenschied vice-president, and C. C. Crecelius cashier. The present directors are Henry Overstolz, James Green, Louis Espenschied, Otto D. Amour, Conrad Stauff, Charles Wunderlich, and G. A. Rubelmann. The capital stock is two hundred thousand dollars.

The bank is one of the most flourishing of the

financial institutions of St. Louis, and much of its success is due to the energy, sound judgment, and business tact of its chief executive, Hon. Henry Overstolz, who has long been prominent among the business men of St. Louis for the rare combination of enterprise, sagacity, and prudence which he brings to the administration of affairs whether public or private.

The Continental Bank of St. Louis was chartered as the National Loan Bank of St. Louis in February, 1865, and was organized and went into operation as such in March, 1866. The incorporators were Thomas O'Reilly, William McKee, Chauncey I. Filley, and Stephen Ridgely. The institution was for several years conducted as the "National Loan Bank," but its name was changed to that of the Continental Bank, under which name it now transacts a general banking business. The capital stock is one hundred thousand dollars; surplus, fifty thousand dollars. The first president was T. B. Edgar, who was succeeded by George A. Baker, the present incumbent. W. H. Maurice was first chosen cashier in 1866, and was succeeded by E. Karst, who held the position for a term of years, and was followed by W. P. Keating, who still retains the position. The bank is located at No. 411 North Third Street. The officers for 1882 were George A. Baker, president; J. M. Thompson, vice-president; W. P. Keating, cashier; Directors, H. A. Crawford, C. W. Rogers, E. C. Meacham, Oscar Bradford, J. A. Bartlett, I. G. Baker, C. S. Freeborn, J. W. Larimore, and G. W. Parker.

The International Bank of St. Louis is a State bank, and was chartered Feb. 28, 1865, the incorporators being Isidor Bush, F. S. Behrens, William C. Lange, August Lisse, C. T. Uhlmann. It was first opened for business Nov. 12, 1866, with a capital of one hundred and fifty thousand dollars, at 226 Market Street, and was subsequently removed to its present location, southeast corner Fifth and Market Streets. The resources of the bank, according to a statement made Dec. 31, 1881, were \$517,542.07; capital stock paid in, \$100,000; surplus funds on hand, \$1358.93; deposits, \$395,212.44. The first president was William C. Lange, who has served ever since. The directory for 1882 consisted of William C. Lange, president; and Louis Gottschalk, Hugo Krebs, P. A. Schroth, G. J. Helmerichs, William C. Lange, John P. Heinrich, C. F. Hermann, August Lisse, A. W. Straub, directors; John P. Heinrich, secretary.

The Commercial Bank of St. Louis was incorporated under the general corporation laws of Missouri, March 19, 1866, and the bank was opened for busi-

ness during the same month. The incorporators were Edward M. Samuel, William J. Lewis, John M. Platt, John F. Baker, Isaac S. Warren, J. A. J. Aderton, George W. Rucker, James Richardson, and Charles W. Keiser. The first officers were Edward M. Samuel, president; John M. Platt, vice-president; and J. W. Donaldson, assistant cashier. Mr. Samuel continued to act as president of the bank until his death, Sept. 22, 1869, when he was succeeded by William J. Lewis, who was followed by William Nichols, the present incumbent.

Edward Madison Samuel belonged to a family of Welsh and English descent, the Welsh branch of which settled in Virginia about the year 1700. From thence they emigrated westward, and Edward M. Samuel was born in Henry County, Ky., Oct. 12, 1807. In 1815 the family moved to Missouri, where the father became quite prominent, serving for many years as the county clerk of Randolph County. When about eighteen young Samuel was placed in business in Old Franklin, Clay Co., and in 1829 removed to Liberty, Clay Co., where he engaged in mercantile pursuits for nearly twenty-five years, and where he lived for nearly forty years. He soon became one of the leading business men of Northwest Missouri, and established a reputation for integrity and ability that was recognized throughout the State.

In 1829, Mr. Samuel was appointed receiver of public moneys at the land office at Plattsburgh, a position which entailed peculiar responsibilities. The "Platte purchase" was included in the district, having then recently become subject to pre-emption and settlement. But before the survey had been made settlers had flocked in, improvements had been made, and the result was an immense number of conflicting claims, which it was the province of the register and receiver to adjust. As a member of this court, Mr. Samuel distinguished himself as a clear-headed business man as well as an able and impartial judge.

In June, 1853, he was appointed a justice of the Clay County court, and served as such for somewhat over a year. In this important position his financial and administrative talents were conspicuously demonstrated.

In 1857, upon the organization of the Liberty Branch of the Farmers' Bank of Missouri, he was elected its first president, and was continuously re-elected until his removal to St. Louis in 1865.

On settling in the metropolis he established the commission house of E. M. Samuel & Sons, his sons entering the house with him. Soon after he interested himself in the organization of the Commercial Bank of St.

Louis, and, as we have before stated, became its first president, retaining that position until his death. As a business man he enjoyed to an unusual degree the confidence and respect of his associates, and came to be regarded as a public-spirited and useful citizen. Although of delicate health, he was a man of great mental activity and endurance, and filled a large space in the community. During his long residence in Clay County he contributed largely to every public and religious movement. His gifts were marked by a large-minded catholicity. Thus, while for many years a devoted member of the Presbyterian Church, some of his largest contributions were in behalf of William Jewell College, a Baptist institution. His own lack of adequate school privileges when a boy made him regard education with peculiar favor, and he was a generous and steadfast friend of all worthy enterprises in this direction. He was also an earnest and judicious adviser of young men, and there are many yet living who remember with gratitude his encouraging and kindly counsel. Extensive and varied reading enabled him to supply the education he was unable to obtain when a boy, and he was a well-informed man on matters of general information, while few were better instructed on economical and political questions. Practice made him a clear and logical speaker and writer, and he was a frequent contributor to the public journals, his communications often giving a decided impulse to popular thought.

In politics Mr. Samuel was an earnest Whig. He enjoyed the acquaintance of Henry Clay, and corresponded with both Clay and Webster for many years. He was also the personal friend of many of the great men of his period, especially those who represented Missouri in the national councils. He was twice nominated by his party for Congress, but, although his canvass was spirited and able, it was impossible to overcome the adverse majority.

In social life and in his family, Mr. Samuel's warm-hearted and genial nature shone with peculiar lustre. His domestic relations were particularly happy, and by the community at Liberty, where he so long lived, he was regarded with the highest respect and affection as a citizen above reproach. He was twice married, and two daughters and three sons survive him. The latter succeeded to his large and profitable business, and constitute one of the best known of the commission houses of the present day.

The Commercial Bank has a capital of \$200,000, and a surplus fund amounting to \$293,592.92. The bank was located originally at the corner of Second and Olive Streets, but subsequently removed to 217 Olive Street. Its present quarters are situated in the



James M. Smith

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Chamber of Commerce building, and the officers in 1882 were W. Nichols, president; Erastus Wells, vice-president; E. C. Breck, cashier; and William Nichols, Erastus Wells, E. C. Breck, Isaac M. Warren, B. W. Lewis, M. M. Buck, Miles Sells, William Spear, Thomas Howard, John M. Gilkerson, A. A. Talmage, W. M. Samuel, and John H. Maxon, directors.

The Franklin Bank was chartered in 1867, under the laws of Missouri, as the Franklin Avenue German Savings Institution, with a paid up capital of sixty thousand dollars. The incorporators were John H. Conrades, James H. Forbes, F. H. Krenning, J. G. Kaiser, Henry Meier, Adolph Moll, H. Mohriman, H. S. Platt, F. W. Reipschlaeger, E. F. Rethwilm, Ad. Wippern, and J. B. Woestman. The bank began business in 1867, and until Jan. 1, 1882, was conducted as the Franklin Avenue German Savings Institution. Then the title was changed to that of the Franklin Bank, and the institution was removed to the present location, at the southeast corner of Fourth and Morgan Streets, the directors having purchased the bank building of the late North St. Louis Savings Association. The capital and surplus of the Franklin Bank at present is three hundred thousand dollars. The bank is under the same management as when originally organized, having for its chief executive officer H. Meier, with Ad. Wippern as vice-president, and G. W. Garrels as cashier. The present board of directors is composed of James H. Forbes, F. H. Krenning, Henry Meier, Adolph Moll, H. S. Platt, F. W. Reipschlaeger, Ad. Wippern, and J. B. Woestman.

The Laclede Bank was established in 1867 by Bartholow, Lewis & Co., and was operated as a private bank until 1872, when it was incorporated as the Laclede Bank by Thomas J. Bartholow, Benjamin W. Lewis, Jr., W. H. Chick, James A. Jackson, Theodore D. Meier, William J. Lewis, P. B. Leech, Carlos S. Greeley, Edward Fenton, Joseph P. Card, and George M. Edgerton. Thomas J. Bartholow was the first president, and Francis T. Iglehart cashier. The bank was originally located at Third and Locust Streets, but subsequently removed to 217 North Third Street, and on the 27th of February, 1883, to its present location at the corner of Third and Pine Streets. The original chartered capital of the bank was two hundred thousand dollars, but upon the reorganization of the institution, in November, 1882, it was increased to five hundred thousand dollars. The officers for 1883 are John D. Perry, president; James A. Gregory, vice-president; H. B. Schuler, cashier; and the following directors: John

D. Perry, James A. Gregory, H. B. Schuler, Theodore Meier, William McMillan, L. C. Nelson, D. C. Grier, James W. Lewis, Turner T. Lewis, Howard Blossom, Charles Filley, D. R. Francis, and W. S. Hume.

The State Savings Association is one of the prominent financial institutions of St. Louis, and may justly rank as one of the strongest and most prudently managed banks in the country. It was organized under an act of the Legislature of Missouri, on the 29th of December, 1855. While the charter was granted for a savings-bank, yet it has never been in any respect a savings association, but has always done a regular commercial business as a bank of discount and deposit. The incorporators were John How, R. M. Henning, Eugene Miltenberger, Isaac Rosenfeld, Jr., Lewis V. Bogy, Neree Vallé, William L. Ewing, R. J. Lockwood, and B. W. Hill. The bank went into active operation immediately after its organization, and was located at first at the corner of Vine and Main Streets, where it remained until 1876, when it was removed to its present quarters at the corner of Vine and Third Streets. The first president of the institution was R. M. Henning, and his successors were John How, John J. Roe, and Charles Parsons, the present incumbent. The first cashier was Isaac Rosenfeld, Jr., who was succeeded by Charles Parsons, who was followed by J. H. McCluney, the present cashier. The capital stock of the institution is six hundred and fifty thousand dollars, and a surplus has been accumulated, after making regular and liberal dividends since its organization, which now amounts to over seven hundred and fifty thousand dollars. The officers during 1882 were Charles Parsons, president; William H. Scudder, vice-president; and John H. McCluney, cashier. Directors, Charles Parsons, John A. Scudder, Daniel Catlin, A. F. Shapleigh, C. C. Moffitt, Joseph Franklin, and John T. Davis.¹

¹ In 1859 there was inaugurated a war on the part of the State Bank of Missouri against the currency of neighboring States, which, being less easy to be presented for redemption, usurped the purposes of circulation and prevented the Bank of Missouri from getting its former advantage in this respect. A law was passed to prevent any chartered banking institution from carrying on the business of receiving and paying out foreign currency. In consequence of this the State Savings Institution gave up its charter, and the stockholders associated themselves as joint partners, and so continued doing business until Jan. 26, 1864, when a new charter was obtained, with all the privileges denied by the former Legislature, under which charter the bank is now doing business.

During its early history, in October, 1859, an attempt was made to rob the institution. A local account of the affair says, "For three or four days past it has been known in certain quarters that an attempt has been made to enter the State Savings

Charles Parsons, president of this bank, was born in Homer, Cortland Co., N. Y., on the 24th of January, 1824, and is the son of Lewis B. Parsons, late of Buffalo, N. Y., and grandson of Capt. Charles Parsons, of the New York line in the Revolutionary war. He commenced business, after receiving a thorough academical education, as a clerk in his father's store, and soon after attaining his majority was employed, first as clerk and after as partner, in a commission and transportation house in Buffalo from 1846 to 1850, when he entered the Bank of Attica, in Buffalo, and remained some months, solely for the purpose of learning the business of banking under its very able financier, Gains B. Rich. At the close of 1850 he removed to St. Louis with the view of selecting a point at which to commence the business of banking, and finally, at the instance of H. D. Bacon, of the then well-known firm of Page & Bacon, located at Keokuk, Iowa, where he was very successful in business, and remained until January, 1862, when he tendered his services to the government and was placed in charge of the army transportation at St. Louis, receiving soon after the rank of captain and assistant quartermaster. The duties of his position were very extensive and onerous, embracing employment of hundreds of steamers on the rivers and railroad trains on land, to transport the troops, horses, cannon, provisions for men and animals, and all the various articles required to provision, feed, and render efficient great armies operating over the extended theatre of war in the West and South. Besides these duties he was required to audit and settle the accounts of all other army quartermasters pertaining to transportation from Wisconsin in the North to the line of actual war in the South. These various and arduous duties he fulfilled and discharged to the great satisfaction of Gen. Robert Allen, the chief of the Quartermaster's Department in the West, as is shown by his report to the War Department, in which he speaks in the highest terms of Capt. Parsons, and also to the satisfaction of Gen. M. C. Meigs, quartermaster-general himself, as is shown by the order of Gen. Meigs, June, 1864, calling him to Washington to take control of the bureau of railroad transportation for the United States, under the management of the War Department. This order, however, he persuaded the quartermaster-general to rescind. Mr. Parsons continued in the service of the government until July 13, 1864. Having been

elected, in the previous February, cashier of the State Savings Association, and being satisfied that the success of the government was assured, he resigned his commission in the army. As a further recognition of his services he received the brevets of major and lieutenant-colonel. In August, 1864, he assumed the discharge of his duties as cashier of the State Savings Association, and served as such with remarkable fidelity and success until February, 1870, when he was elected president of the association. Mr. Parsons was one of the organizers of the Keokuk and Des Moines Railroad Company, and continued on the directory for some years. He was at one time a director of the Ohio and Mississippi Railroad Company, has been president of the St. Louis Clearing-House for the past ten years, is president of the Hannibal Gas Company, vice-president of the Bellefontaine Street Railroad Company, and director of the Missouri Street Railway Company, both of St. Louis, and is a director in the water-works companies of Atchison, Kan., and Hannibal, Mo.

On the 11th of June, 1857, Mr. Parsons was married to Miss Martha A. Pettus, of St. Louis.

In the various positions which he has been called on to fill, Mr. Parsons has never failed to exhibit rare business abilities and administrative talents of the highest order.

The Valley National Bank was organized July 25, 1871, and was chartered under the National Banking Act Aug. 9, 1871. The incorporators were Dwight Durkee, George D. Hall, James Richardson, H. H. Curtiss, N. C. Chapman, O. G. Proctor, W. N. Stone, A. W. Mitchell, J. M. Brawner, Preston Roberts, Augustus Kountz, N. S. Penfield, J. C. Culbertson, A. B. Safford, J. L. Stephens, A. D. Jaynes, T. H. Waugh, David Auld, Josiah Hunt, John Williams, and others. The bank opened its doors for business Aug. 23, 1871, at which time its president was Dwight Durkee, who was elected at a regular meeting of the board of directors July 27, 1871. The cashier at that time was James T. Howenstein. When the bank began business the board of directors consisted of Dwight Durkee, George D. Hall, James Richardson, H. H. Curtiss, N. C. Chapman, O. G. Proctor, W. N. Stone, A. W. Mitchell, J. M. Brawner, Preston Roberts, Augustus Kountz, N. S. Penfield, J. C. Culbertson, A. B. Safford, J. L. Stephens, A. D. Jaynes, J. H. Waugh, David Auld, Josiah Hunt, and John Williams. On Jan. 29, 1873, J. A. J. Aderton was elected president of the bank, and served until Oct. 24, 1878, when he was succeeded by S. E. Hoffman, who has since retained the position. The first location of the bank was No. 320 North Third Street, whence it was re-

Institution, corner of Vine and Main Streets, by an entrance through the Vine Street sewer, and an effort to tunnel through the rock that forms the foundation of the building."



Charles Parsons

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moved to No. 207 North Third Street, where it remained until the removal to the present location, at the corner of Locust and Fifth Streets.

The annual statement of the bank, Dec. 31, 1881, makes the following exhibit:

<i>Resources.</i>	
Loans and discounts.....	\$889,647.56
Overdrafts.....	2,602.12
United States bonds.....	50,000.00
Other bonds, etc.....	7,038.85
Real estate, fixtures, and furniture..	12,977.90
Premium on United States bonds....	1,500.00
Cash and sight exchange.....	619,190.18
United States treasurer.....	9,250.00
Demand loans.....	381,353.69
	<hr/>
	\$1,973,560.30
<i>Liabilities.</i>	
Capital paid in.....	\$250,000.00
Surplus.....	28,834.47
Circulation.....	45,000.00
Dividends unpaid.....	8,488.00
Deposits.....	1,641,237.33
	<hr/>
	\$1,973,560.30

The officers for 1882 were S. E. Hoffman, president; M. J. Lippman, vice-president; G. H. Goddard, cashier; M. J. Lippman, John B. Noland, Charles P. Burr, H. H. Curtis, Joel Wood, G. H. Goddard, R. J. McElhaney, Walter H. Trask, and S. E. Hoffman, directors.

The German-American Bank was incorporated by Martin Lammert, August Gehner, John J. Menges, Ernest Witte, B. F. Horn, George Tinker, Hugh L. Fox, and E. A. Mysenburg, Nov. 3, 1872, and was opened at the northeast corner of Tenth and Franklin Streets. John J. Menges was elected president; Martin Lammert, vice-president; and E. A. Mysenburg, cashier. The first directors were Hugh Brennon, G. Mysenburg, Ernest Witte, William Nieman, Martin Lammert, John J. Menges, B. Weber, B. F. Horn, George Tinker, William Trauernicht, Hugh L. Fox, August Gehner, and E. A. Mysenburg. The capital stock paid up is \$150,000. The bank is now located at the northwest corner of Fourth and Franklin Streets. The official statement of the officers Dec. 31, 1882, showed gross earnings for six months of \$36,730.11; surplus fund, \$56,684.21; resources, \$1,174,605.95. The present officers are August Gehner, president; Martin Lammert, vice-president; John Dierberger, cashier; Directors, Thomas Ferrenbach, H. H. Schulze, August Gehner, Casper Stolle, C. H. Grote; William Trauernicht, George Holtgrewe, Claus Vieths, Martin Lammert, Ernest Witte, F. H. Logemann, John H. Yandell, J. C. Lullman.

SAVINGS-BANKS.

As early as 1839 an effort was made to establish a savings-bank in St. Louis, a meeting of "mer-

chants, traders, and mechanics" being held at the Merchants' Exchange rooms for that purpose on the 7th of February. On motion of Col. Charles Keemle, George K. McGunnegele was called to the chair, and N. E. Janney appointed secretary. The object of the meeting having been stated by the chairman, J. Smith Homans made an address in favor of the project, presenting many statistics showing the success and utility of similar institutions in other cities, and concluding by offering the following preamble and resolutions:

"WHEREAS, This meeting is fully impressed with the belief that there is a large number of persons in this city who have no profitable mode of investment for their surplus earnings, and

"WHEREAS, The want of a depository for the active, beneficial, and profitable investment of the surplus means of many of our fellow-citizens is the cause of the extravagant waste of such funds; therefore,

"Resolved, That a committee of five persons be appointed by the chairman, whose duty it shall be to report within forty days a plan for the formation of a savings association in the city of St. Louis.

"Resolved, That when this meeting adjourns, it adjourn to meet again on the 20th of March next, to receive the report of the committee."

The resolutions were unanimously adopted, and on motion of A. Wilgus, it was unanimously

"Resolved, That the committee under the first resolution be authorized to procure the written opinions of Josiah Spalding, H. R. Gamble, and Beverly Allen as to the authority which the citizens have to establish such an institution without a charter from the Legislature, and whether the same is contrary to the Constitution of the State."

On motion of D. L. Holbrook, it was unanimously

"Resolved, That the same committee be directed to report upon the expediency of connecting a joint-stock association for the proposed savings institution, similar to the Mechanics' and Traders' Bank of Cincinnati and other institutions of the same character."

The chairman then announced the following as composing the committee under the first resolution:

J. Smith Homans, Asa Wilgus, J. W. Paulding, Wayman Crow.

On motion of Mr. Wilgus, the chairman was added to the committee.

The Boatmen's Savings-Bank was originally organized in 1846, was chartered in 1847 as the St. Louis Boatmen's Savings Institution, and was opened for business during the same year. The bank was incorporated as a savings institution (without capital, on the savings-bank plan, "where boatmen and other industrious classes can safely deposit at interest their earnings," etc.), with a twenty years' charter, the profits to be divided *pro rata* among "original six-month depositors," viz., those who deposited one hundred dollars and upwards during the first six months, and allowed the same to remain undisturbed.

The incorporators were George W. Sparhawk, Sullivan Blood, Edward Dobyms, L. M. Kennett, Daniel D. Page, B. W. Alexander, Samuel C. Davis, Adam L. Mills, Amedee Vallé, George K. Budd, Thomas Andrews, Henry D. Bacon, Lawrason Riggs, James G. Barry, John M. Wimer.

These gentlemen were subsequently continued as trustees, and Adam L. Mills was elected president.

At a meeting of the board of trustees, held at the office of the *Missouri Republican* on the 30th of August, 1847, there were present George W. Sparhawk, Sullivan Blood, A. Vallé, John M. Wimer, Thomas Andrews, Samuel C. Davis, A. L. Mills, and James G. Barry.

On motion the meeting was called to order, and George W. Sparhawk was called to the chair, and A. Vallé appointed secretary.

The object of the meeting having been explained by the chairman, and the act of incorporation read, the latter, on motion of James G. Barry, was accepted.

On motion of John M. Wimer, a committee of three was appointed by the chairman to draft by-laws and regulations for the government of the institution, whereupon A. Vallé, S. Blood, and S. C. Davis were chosen.

On Sept. 14, 1847, John F. Darby and E. Haren were elected trustees to fill vacancies. On the 21st, Dr. Robert Simpson was elected treasurer, and B. B. Chamberlain secretary.

On Oct. 16, 1847, the trustees gave notice to the public that on Monday, the 18th inst., its doors would be opened for business, stating that "the Boatmen's Savings Institution will henceforward be opened daily from 10 A.M. to 4 P.M., and on Saturdays till 6 P.M., until further ordered. On Fridays no males will be admitted, this day being expressly set apart by the trustees for the female community. The institution for the present is located at No. 16 Locust Street, one door west of Main, and those who become its patrons are respectfully requested to circulate among their friends and neighbors its charter and by-laws."

In April, 1854, the bank was robbed of eighteen thousand dollars in notes of the bank and over one thousand dollars in gold. The thief or thieves obtained access to the safe before the bank was opened in the morning, but left behind four thousand dollars in gold and several checks which were also in the safe. Upon the discovery of this loss the officers offered a reward of one thousand dollars for the detection of the thief and four thousand dollars for the return of the money. In anticipation of a run on the bank, the banking-houses of Page & Bacon, Lucas & Simonds, Loker, Renick & Co., E. W. Clark & Brothers, and

J. J. Anderson & Co. offered advances to unlimited amounts, but assistance of this character was not required, as the ordinary routine of the bank was not disturbed. During the financial panic of 1855 the Boatmen's was one of the institutions for which the leading merchants pledged their property.

On the 1st of January, 1856, the bank abandoned its original charter and began business under a second—twenty years'—charter, with a capital of four hundred thousand dollars. On the 1st of October, 1873, three years prior to the expiration of the second charter, the bank reorganized under the general banking laws of Missouri as The Boatmen's Savings-Bank, with an authorized and paid up capital of two million dollars. A peculiarity of the second charter was the section which provided that "at the expiration of every five years from the first day of January, 1856, if the board of directors deem it expedient, they may make, in such manner and on such terms as to them shall appear equitable, a dividend among the stockholders not exceeding one-fourth of the net profits of the preceding five years, and the remainder of said profits shall, at the discretion of the board, be reserved for the better security of depositors and for future operations, until the winding up of the affairs of this corporation, or converted into stock of the corporation and apportioned equitably among the stockholders, notwithstanding such conversion and apportionment should increase stock beyond the sum limited in the first section of this act. Otherwise than is in this section provided no dividend shall be made by this board."

In accordance with the above section, the board of directors did not declare any dividend until April 1, 1871, more than fifteen years after commencing the banking business, but carried their net earnings to the credit of profit and loss account, until at that time the earnings had amounted to \$2,293,442.83, and on the first of April, 1872, a further dividend of \$300,000 was declared, and on July 1, 1873, the surplus was \$2,456,742.

At the first election for directors under the second charter, held in 1856, the following were elected: Sullivan Blood,¹ Carlos S. Greeley, George K. Budd, Rufus

¹ Sullivan Blood was born in the town of Windsor, Vt., April 24, 1795. His parents were natives of Massachusetts, but emigrated to Vermont, then a newly-admitted State, in 1793. They lived upon a farm, and both died about 1813, whereupon young Blood resolved to seek a home in the far West. About two years after their death he made his way to Olean, on the head-waters of the Allegheny, in Western New York, where a number of persons were awaiting the opening of navigation to descend in boats to the Ohio. On arriving at the Seneca reservation, Mr. Blood engaged for a year among the Indians in the lumber business, and having realized a small sum of

J. Lackland, William D'Oench, Louis A. Labeaume, Robert Holmes, Luther M. Kennett, John M. Wimer, Asa Wilgus, Adam L. Mills, and Adolphus Meier. Sullivan Blood was elected president, and Alton R. Easton cashier. Charles Hodgeman succeeded Mr. Easton as cashier in 1857, and occupied that post until his death, which occurred in April, 1870, when the present cashier, William H. Thomson, was elected.

On Oct. 26, 1857, at a called meeting of the directors of the institution, the following resolutions were adopted:

"1. *Resolved*, That all deposits in this institution up to this date will be paid in gold and silver, and it will continue to receive deposits in the same, and pay out the same to said depositors.

"2. *Resolved*, That this institution will also receive on deposit bank-notes of all the chartered banks in this State, together with their branches, and will pay out the same to said depositors indiscriminately in the bank-notes aforesaid.

3. *Resolved*, That this institution will receive in payment of all discounted paper or other debts due the Boatmen's Saving

money there, he descended the Allegheny, a distance of three hundred miles, to Pittsburgh. He then engaged on a flat-boat and worked his passage down the Ohio until he reached Cincinnati. From there he went to Cairo, where there was not a house, and from thence ascended the Mississippi in a keel-boat to St. Louis. He was greatly pleased with the activity of the place, and in 1817 took up his residence in the town, where he remained until his death. St. Louis was at that time just in the transition state between a village and a town, and in that year the first movement was made to protect the citizens by a regular force of watchmen. In 1818, Mr. Blood was appointed a member of the force, and before long was promoted to the position of captain, to which he was re-elected several consecutive years. In 1823, Capt. Blood revisited his native State, and during his visit was married to Miss Sophia Hall. After holding the position of captain of the watch for ten years, he became deputy sheriff. In 1833 he was elected and served as alderman from the then Second Ward for one term, at the end of which his political life ended, as he afterwards always declined to become a candidate for public office. It was at this period that he turned his attention to river matters, and became engaged as a steamboat captain in the St. Louis and New Orleans trade, in which he was quite successful. His boats, which were built under his own supervision and which he personally commanded, became extremely popular, and Capt. Blood during his period of service was one of the most skillful and successful pilots on the Mississippi. In the early part of 1847, when the Boatmen's Savings Institution was incorporated, Capt. Blood was appointed one of the directors. His executive abilities soon gave him such prominence in the board of directors that he was chosen president, a position which he filled with credit to himself and advantage to the institution until 1870, when he resigned for the purpose of allowing some younger and more active man to assume the laborious duties of the office. He still continued a director, and up to the time of his death, which occurred Nov. 27, 1875, notwithstanding his advanced age, made a daily visit to the institution and took an active part in its affairs. Capt. Blood left a wife, one son, Henry Blood, a merchant in Iowa, a married daughter, wife of James L. Sloss, of the firm of Gilkeson & Sloss, of St. Louis, and a daughter, Miss Anna Louisa Blood.

Institution the paper of all the chartered banks in the State of Missouri and the branches thereof.

"4. *Resolved*, That the Boatmen's Savings Institution will receive in payment for all collection-paper gold and silver only, unless otherwise notified in writing.

"S. BLOOD,
"President."

In 1870, Capt. Sullivan Blood resigned the presidency of the bank, and was succeeded by Rufus J. Lackland, although he still retained his place in the board of directors.

Rufus James Lackland is a member of one of those Maryland families which removed to Missouri at an early day, and which, as frequently noted elsewhere in this work, have contributed so much to the growth and prosperity of St. Louis. Among these enterprising spirits, Peter and Jesse Lindell, Michael McEnnis, Robert A. Barnes, Edward Bredell, John Kennard, Thomas T. Gantt, and R. J. Lackland attained to special prominence in the affairs of the city. The Lacklands, or Lachlans, as they originally spelled their name, were influential people in Montgomery County, Md., and closely allied with the Edmonstones and other leading families of that State. Archibald Edmonstone, who came from Scotland at an early day, is stated by George Lynn Lachlan Davis, a well-known Maryland antiquarian and writer, in his "Day Star of American Freedom," to have been the ancestor "of the Lachlans of Montgomery, but now in the State of Missouri, and of the wife and children of Governor Hempstead, of Iowa." In Scotland, where it originated, the Lachlan family enjoyed considerable prominence, and in this country it has always maintained a leading position. James Lackland was a member of the Levy Court and county commissioner of Montgomery County from 1799 to 1801, and Dennis Lackland was a merchant of the same county in 1820.

Rufus J. Lackland is directly descended from the "Lachlans of Montgomery" mentioned in the "Day Star," and is a cousin of the author of that book. He was born in Poolesville, Montgomery Co., Md., his father being Dennis Lackland, and his mother Eliza Appleby, a native of Berkeley County, Va., whose mother was Mrs. Margaret Moore Appleby, of Baltimore.

In 1835, Mr. Lackland removed with his parents to Missouri, and during the same year entered the store of Mullikin & Pratte, at the corner of Market Street and the Levee. Upon the dissolution of this firm in 1837 he obtained a position as clerk of the steamer "Clyde," plying between St. Louis and New Orleans, and subsequently of the steamers "Chester," "Oregon," "Caroline," and "Eclipse." In 1847 he

withdrew from the steamboat business and established himself in the wholesale grocery and commission trade as a member of the firm of William M. Morrison & Co., which continued to transact a flourishing business until 1861, when it dissolved, each partner having secured a competence. Mr. Lackland continued the business in his own name, and later admitted his two elder sons to partnership, the style of the firm being R. J. Lackland & Sons. In 1871 he finally retired from business.

For many years Mr. Lackland had been a director and one of the largest stockholders in the Boatmen's Savings-Bank, and in 1871 he was elected president, a position he has held ever since. The excellent judgment which had characterized his management of his private business and had contributed so materially to its success has been conspicuously displayed in the conduct of this institution, which is one of the strongest and most prosperous banks in the West.

Numerous other public enterprises have enjoyed the benefit of Mr. Lackland's wise counsel and assistance. In 1855 he was elected vice-president of the Merchants' Exchange, and in the autumn of 1871 was chosen president of the Chamber of Commerce Association, organized for the purpose of erecting a new Exchange building. Mr. Lackland is still president of this association, having been continuously re-elected to the position. He was one of the most zealous and efficient spirits in promoting the construction of the new Chamber of Commerce, and has always been foremost among his fellow business men in aid of all important public enterprises. For many years he has been a director in the Iron Mountain Railroad, and also in the Oakdale Iron-Works and the Scotia Iron Company. For twenty years he has been a director in the Belchers Sugar-Refining Company, and is now president of the St. Louis Gas Company. Some of these are among the most important industrial concerns in the city, employing large capital and a vast number of hands, and are justly regarded as representative institutions of St. Louis.

Mr. Lackland was married in St. Louis, Aug. 23, 1840, to Miss Mary Susannah Cable, a native of New York, who died in December, 1866, having borne ten children, eight of whom are living. Mrs. Lackland was loved and respected for her many virtues. Some years later Mr. Lackland married his present wife, Mrs. Caroline Eliot Kasson, the youngest sister of the Rev. Dr. William G. Eliot, chancellor of Washington University, St. Louis, and a lady of fine literary attainments.

In religion Mr. Lackland is a Unitarian, and in politics a Democrat. In all the relations of life,

whether public or private, he enjoys in the highest degree the esteem and respect of all who know him.

His present position in the community is due entirely to his own exertions. Forced at an early age to rely upon himself, he put forth all his energies, and soon made a decidedly favorable impression as a young man of exceptional industry and zeal. As a merchant, his career was marked by great energy and steadfastness of purpose, a clear, quick judgment, unsullied integrity, and exceptional ability in the management of enterprises of great magnitude. As the result, he now enjoys an influence and consideration among his fellow business men which gives him a peculiar and special pre-eminence in the mercantile world of St. Louis. Personally, Mr. Lackland is a gentleman of pleasant and genial address, and kind and amiable towards all with whom he is thrown in contact. By the community in which he has resided for more than forty years he is justly regarded as a far-sighted, liberal-minded, and noble-hearted citizen.

In 1873, as previously stated, the Boatmen's Savings Institution was transformed into the Boatmen's Savings-Bank. In addition to the original capital of \$400,000 there was a surplus fund of \$2,400,000, and the capital of the bank was fixed at \$2,000,000, the \$800,000 remaining being divided among the stockholders. The following were designated as the board of directors in the articles of association: Rufus J. Lackland, Carlos S. Greeley, Adolphus Meier, James Smith, Sullivan Blood, William A. Hargadine, Edward J. Glasgow, William P. Howard, John B. C. Lucas, George S. Drake, and William H. Thomson.

The Boatmen's Bank was first located on the southwest corner of Second and Pine Streets, but was afterwards moved to the north side of Chestnut, between Main and Second Streets, and thence to the present location on the northeast corner of Second and Pine Streets.

The officers of the bank for 1882 were Rufus J. Lackland, president; George S. Drake, vice-president; William H. Thomson, cashier; Directors, Lawrence L. Butler, Samuel Cupples, George S. Drake, Theodore Forster, Carlos S. Greeley, William A. Hargadine, Rufus J. Lackland, Adolphus Meier, E. C. Simmons, William H. Thomson, Edwards Whitaker.

The semi-annual statement rendered Dec. 31, 1881, showed the condition of the bank to be as follows:

<i>Resources.</i>		
Cash.....	\$1,147,735.31	
Exchange matured.....	149,795.05	\$1,297,530.36
Bills receivable.....	\$4,847,534.47	
Bills of exchange.....	519,369.28	
Bonds.....	107,000.00	
Real estate.....	79,969.25	5,553,873.00
Total.....		\$6,851,403.36



R. J. Lackland

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	<i>Liabilities.</i>			
Capital stock.....			\$2,000,000.00	
Surplus fund July 1, 1881.....	\$186,591.88			
Net earnings past six months.....	126,157.72	\$312,749.60		
Dividend "No 15".....	\$80,000.00			
Bills receivable charged off.....	40,000.00	120,000.00	192,749.60	2,192,749.60
Deposits on time.....			\$1,325,711.93	
Deposits on demand.....			3,252,941.83	
Dividend "No. 15" (4 per cent. on \$2,000,000)....			80,000.00	4,658,653.76
Total.....				\$6,851,403.36

The Germans' Savings Institution of St. Louis was incorporated Feb. 25, 1853, with an authorized capital of twenty-five thousand dollars, and authority to increase the same from time to time at the will of the directors to any amount not exceeding two hundred and fifty thousand dollars, divided into shares of fifty dollars each. The incorporators were Edward Haren, John Kern, William Palm, Francis Saler, Robert Barth, Joseph Degenhardt, George Busch, Charles Wetzel, Adolphe Abeles, Frederick Bergesch, Lewis Bach, John Wolff, Edward Eggers, Louis Hirschberg, Ernest C. Angelrodt. The institution opened for the reception of deposits on Monday, May 23, 1853, the office being located at No. 35 Main Street, between Chestnut and Pine Streets. It transacts a general banking business, and solicits the accounts of corporations, firms, and individuals. The present capital stock paid up is \$250,000, and there is a surplus fund on hand amounting to \$95,707.67.

The board of directors for 1882 was composed of F. W. Meister, president; Charles F. Orthwein, George H. Braun, John Wahl, Louis Fusz, William Koenig, J. G. Greer, Adolphus Boeckeler, and A. Nedderhut. Richard Hospes is the cashier. The bank is located in the Chamber of Commerce building.

The Provident Savings Institution was organized and incorporated in February, 1864, and was originally intended to supply the need of a public pawn-office, such as those which exist in Europe. The project did not, however, receive the support of the public, and the institution was changed to a savings-bank, and continued as such until 1877, when it was again changed to a commercial bank. Its charter authorized a capital of two hundred and fifty thousand dollars. The paid up capital is now one hundred thousand dollars, and it is the intention of the management to increase it to two hundred thousand dollars.

The incorporators of the savings-bank were Henry Hitchcock, Carlos S. Greeley, Robert Holmes, William M. Morrison, George Partridge, George P. Plant, S. A. Ranlett, and Levin H. Baker. The bank was opened for business in January, 1865, having for its

president J. P. Doan, who served in that capacity until 1872. He was succeeded by William Gresham, who occupied the position until 1877, and was followed by C. S. Greeley, who still retains the position. The cashiers have been S. A. Ranlett, from 1865 to 1877, and the present incumbent, Almon B. Thomson. This institution was first located at the corner of Main and Locust Streets, but removed to its present location, No. 513 Olive Street, in 1867. The official statement shows that it has a cash paid up capital of \$100,000, and a surplus fund of \$4666.51.

The officers for 1882 were C. S. Greeley, president; William H. Thomson, vice-president; and Almon B. Thomson, cashier; Directors, William H. Thomson, D. F. Kaime, Thomas H. Swain, James S. Garland, Carlos S. Greeley, Lucien Eaton, S. A. Ranlett, and A. B. Thomson.

The Union Savings Association was incorporated and organized Feb. 19, 1864, having for its incorporators Gustavus W. Dreyer, T. B. Edgar, E. O. Stanard, Henry Overstolz, Réné Beanois, John W. Woerner, Alexander B. Moreau, Edward Wider, T. M. Ellis, Thomas E. Souper, Ferdinand Meyer, James M. Corbett, and John T. Tell. Thomas S. Rutherford was elected president of the association, and was succeeded by W. A. McMurray, who was followed by Peter Nicholson, the present incumbent. The association has a paid up capital of one hundred thousand dollars, and a surplus of twenty-three thousand seven hundred and sixty-one dollars. The officers for 1882 were Peter Nicholson, president; William A. McMurray, vice-president; and Horace Ghiselin, cashier; Directors, Peter Nicholson, G. W. Updyke, W. A. McMurray, S. G. Niedinghaus, John Scullin, H. C. Wilson, J. W. Mortimer, A. Mansur, J. B. C. Lucas, Charles H. Turner, D. A. Marks, G. A. Madill, and Horace Ghiselin. The present location of this institution is at No. 322 North Third Street.

The Safe Deposit Company of St. Louis was established in 1870, under a charter from the General Assembly of the State of Missouri, for the safe-keeping of money, bonds, valuable packages, plate, etc., and for the execution of trusts, absolute security and privacy being guaranteed. The incorporators were J. B. S. Lemoine, Eugene Jaccard, Robert K. Woods, G. A. Hayward, John R. Lionberger, J. H. Britton, James Harrison, John Byrne, Jr., Thomas Howard, and Logan Hunter. In 1870 the safe deposit building, No. 513 Locust Street, now occupied by the company was erected. The building is supplied with the latest and most improved fire- and burglar-proof vaults, safes, etc., and everything pertaining to the establishment is furnished with a view to safety

and durability. J. B. S. Lemoine was chosen president in 1870, and continued as such for some years, being succeeded by John R. Lionberger, the present incumbent. The officers for 1882 were John R. Lionberger, president; Edwin Harrison, vice-president; and G. A. Hayward, secretary. The board of directors remains the same as at the incorporation of the company in 1870.

The Bremen Savings-Bank was incorporated Aug. 16, 1868, and began business Oct. 1, 1868. The incorporators were M. Brotherton, L. L. Ashbrook, Horace Fox, Hermann Obrock, Christopher Crone, August F. Reller, F. W. Prange, Henry Bakewell, Henry Leder, John Maguire, Joseph W. Crooks, Reiner Bueter, Samuel Stannard, and James Green. M. Brotherton, president; Horace Fox, vice-president; and C. D. Affleck, cashier, were the first officers. The original directors were Christopher Crone, James Green, Jacob Bitner, Henry Bakewell, Joseph W. Crooks, Horace Fox, M. Brotherton, F. W. Prange, August F. Reller, Henry Hahne, L. L. Ashbrook, Samuel Stannard, and Nicholas Hatch. The capital stock was originally \$100,000; of this only \$30,000 was paid in, which grew to \$125,000. In 1877 the bank suspended for fifteen days, and reopened on the 1st of August with a capital of \$35,000. The present capital is \$70,000, with a surplus of \$12,000. F. W. Prange is president, and C. E. Kircher is cashier. The directors are Samuel Marx, Charles Naber, Anthony Nacke, Hermann Obrock, F. W. Prange, C. H. Spencer, and T. T. Wurm. The bank occupies the original location, 3618 Broadway.

The Citizens' Savings-Bank was incorporated in September, 1868. The incorporators and first directors were Joseph O'Neil, John Ring, David Nicholson, R. W. Powell, M. H. Phelan, J. B. Ghio, and P. P. Connors. Joseph O'Neil became president; R. W. Powell, vice-president; and John Schenk, cashier. The bank was first opened one door from its present location, on the corner of Locust and Third Streets. The capital stock is two hundred thousand dollars. Joseph O'Neill and R. W. Powell have continued as president and vice-president, and P. Gleeson is the present cashier. M. H. Phelan, William Dooly, Daniel Cahill, Joseph O'Neil, P. P. Connors, R. W. Powell, and J. B. Ghio are the directors.

The Mullanphy Savings-Bank was incorporated Jan. 16, 1873, by A. S. Allen, F. W. Buschmann, G. H. Elbrecht, James Garnett, F. Heman, H. Klages, George Lanitz, John P. Mullally, F. G. Niedringhaus, J. H. Rottmann, F. A. Schulenburg, A. Schulherr, and Frederick Schwartz, and was organized with a

paid up capital of one hundred thousand dollars. The incorporators comprised the original board of directors, and the officers were A. Schulherr, president; Frederick Leser, cashier. The bank has always been located at the corner of Broadway and Mullanphy Street. The last annual statement, Dec. 1, 1882, showed: Assets, \$675,276.72; surplus fund, \$38,089.54. The present officers are John H. Rottman, president; G. H. Elbrecht, vice-president; L. G. Kammerer, cashier; Directors, H. C. Benning, G. H. Elbrecht, C. Kellersmann, William Kerksieck, E. C. Little, Joseph Marks, John P. Mullally, Louis Nolte, James W. Roscbrough, J. H. Rottmann, Charles Schumacher, F. Schwartz, H. Klages.

The Northwestern Savings-Bank, corner of Fourteenth and North Market Streets, was incorporated May 15, 1873. The incorporators were Charles G. Stifel, J. H. Evers, A. Peck, A. Bohn, John J. Hilger, J. F. Heidbreder, B. Israel, H. Kobusch, William Leffmann, Henry Pius, R. W. Remmelkamp, Fred. Steinkamper, Charles Schuler, and P. Obernier. The original and present officers are Charles G. Stifel, president; J. H. Evers, vice-president; and P. Obernier, cashier. The original and present directors are the incorporators. The capital stock is fifty thousand dollars, and the surplus is forty-seven thousand dollars. The bank has always been at the corner of Fourteenth and North Market Streets.

Miscellaneous Notes.—In addition to the banks and savings institutions whose history has been narrated, many other financial institutions have been established in St. Louis from time to time. Among these are the following:

Mutual Savings Institution, chartered in 1863, commenced operations Feb. 6, 1854, with a capital of \$50,000. Deposits as small as five cents were received. On time deposits six per cent. interest was paid. From the 6th of February up to the 20th of December, 1854, the institution had opened seven hundred and sixty-nine accounts, with deposits aggregating \$66,484.59.

Central Savings-Bank, organized in 1857 with a capital stock of \$50,000, subject to increase not exceeding \$750,000. When the Central commenced its career it was managed by the following officers: Henry L. Patterson, president; John H. Tracy, cashier; Directors, Henry J. Spaunhorst, John Byrne, Jr., Peter J. Hurck, John F. Slevin, Francis Lepere, Thomas Ferguson, Hugh Boyle, Henry B. Berning, Redmond Cleary.

Owing to imprudent investments the institution collapsed, and on the 17th of July, 1876, the direc-

tors executed an assignment for the benefit of the creditors to E. T. Farish, attorney, and Charles Green, real estate agent. Subsequently a committee was appointed, consisting of Timothy Cavanaugh, Daniel Cavanaugh, J. Dalton, Fusz & Backer, and Thomas McEvilly. Subsequently M. H. Phelan was appointed assignee by the United States Court. When the estate passed into the bankruptcy court the following statement of assets was submitted :

ASSETS.	
Notes discounted.....	\$338,381.55
Insurance debts and notes in suit...	276,969.11
Bonds and stocks.....	56,900.00
Notes discounted No. 2.....	151,573.39
Overdrafts.....	12,595.55
Due from banks and bankers.....	6,075.00
Cash on hand July 6, 1876.....	12,683.45
Real estate.....	213,488.27
Total.....	\$1,066,666.32

There were 1228 creditors, representing a total indebtedness of \$844,673.07. The deposits consisted of small amounts, chiefly ranging from \$200 to \$1000. Assignee Phelan succeeded in six years in paying off twenty per cent. of this indebtedness in three dividends, ten, five, and five per cent. each, which exhausted the collected assets of the bank, amounting to \$160,000. The value of the assets shrunk to insignificant figures, owing to the worthless nature of some of the real estate securities.

The City Bank of St. Louis; books for subscription to stock opened at the counting-room of Lucas & Simonds, March 18, 1857; incorporators, D. A. January, William M. Morrison, Henry L. Patterson, Charles D. Drake, John Simonds.

People's Savings Institution; subscribers notified that ten per cent. of the amount subscribed was to be paid on or before Tuesday, March 10, 1857, to Isidor Bush, corner of Park and Carondelet Avenues, or to Emil Ulrici, No. 53 Carondelet Avenue, between Barry and Marion Streets; commissioners to receive the first installments, John How, Waldemar Fischer, Isidor Bush, Matthias Steitz, John Hogan, Henry Pilkington, Emil Ulrici, Charles Taussig.

First Ward Savings Association; books for subscriptions opened March 14, 1857, at the office of Thomas Allen, Decatur Street, and at J. P. Mack's drug store; Commissioners, Thomas Allen, John C. Rust, Stephen D. Barlow, Benjamin A. Souldard, René Bouvais, James G. Stewart, Heber Livermore, E. A. Burt, Patrick E. Burke.

St. Louis Building and Savings Association; subscription-books opened at the rooms of the Mechanics' and Manufacturers' Exchange, on Chestnut Street between Third and Fourth, March 9, 1857; incorporators and commissioners, Asa Wilgus, Clark J.

Morton, Peter A. Ladue, John F. Darby, William Hassinger, George H. Moore, William M. Maurice, Josiah G. McClellan.

United States Savings Association, organized in 1857, went out of business in June, 1879. The directors of the institution, which was then located at Second and Market Streets, decided in that month to close up the affairs of the bank, and to transfer its accounts to the Mechanics' Bank, southwest corner of Second and Pine Streets. This decision was caused by the fact that the business was no longer profitable. The officers at the time were Jacob Tamm, president; Theodore Sessinghaus, vice-president; Charles Kern, cashier. The directors were Jacob Tamm, Theodore Sessinghaus, G. Wetzel, Charles Hegel, Charles Kern, Henry Wiebusch, August Eichele, H. D. Meyer, Herman Morell, Nicholas Guerdan, and Otto Lademann.¹

Accommodation Bank, organized about 1864, was located at first on Chestnut Street near Fourth, but afterwards removed to the northeast corner of Chestnut and Third Streets. For some years the bank transacted a flourishing business both as a savings and discount association. Its president was Hon. Erastus Wells, and the cashier William D. Henry. The board of directors in 1867 was composed of Erastus Wells, G. W. Dreyer, Col. Cavender, John E. Liggett, of Liggett & Dausman, and Thomas V. Strude, of Strude, Ruby & Co.

Real Estate Saving Institution, organized in April, 1867, was located at 72 North Third Street, above Olive. Seven per cent. interest was paid on deposits, and sums as low as one dollar were received. The officers were: President, George K. Budd; Treasurer, Francis Whitney; Legal Counselor, John M. Krum; Trustees, William M. Morrison, John S. McCune, John M. Krum, Thomas E. Tutt, Henry Whitmore, Morris Collins, Charles A. Pope, Oliver A. Hart, R. M. Funkhouser, George K. Budd, Edward Haren, Sr., John B. Johnson.

Home Savings-Bank, established in May, 1867, "for the accommodation of citizens at the northern end of the city." The officers were E. D. Jones, president; James Hodgman, vice-president; H. C. Pierce, cashier, and E. D. Jones, James Hodgman, D. P. Green, E. G. Obear, A. C. Osborn, A. H. Weber, J. O. Coding, G. W. Alexander, H. L. Parker, J. P. Colby, John Crangle, W. L. Barker, and T. Sessing-

¹ Augustus Beneke, cashier of the United States Savings Institution, died suddenly in March, 1871. He had been a resident of St. Louis for twenty-two years, and was widely and favorably known.

haus, directors. The building was located at the corner of Broadway and Jefferson Street.

Butchers' and Drovers' Bank, organized in June, 1867, with B. M. Chambers as president, and P. S. Langton, cashier, was located at the corner of Fifth and Morgan Streets, opposite the Union Market. Its business grew to enormous proportions, and during the great panic of 1873 it paid all checks as presented, but on the 14th of July, 1877, it ceased operations. "The only reason," says a newspaper announcement of the action of the bank officers, "as given to us for the close was the imperative provision of the new statute, which takes effect at the end of the month, and which provides 'that when the capital stock shall have become impaired to the extent of twenty-five per cent. thereof by reason of bad loans or otherwise, such corporation shall cease to do business unless the stock shall have been made good by assessment within sixty days.'

"The stock of the bank as subscribed is two hundred and sixty-one thousand dollars, of which one hundred and thirty thousand five hundred dollars is paid in. Interpreting that the capital stock paid in must be treated as the sum by which must be tested the solvency of the bank, Mr. Chambers saw but two alternatives for compliance with the law, either to cease to do business or to call on stockholders, which last within sixty days would not be possible.

"The Butchers' and Drovers' Bank was organized in 1867 with a nominal capital of two hundred and fifty thousand dollars, of which thirty per cent. was paid in. From time to time dividends were declared, and were credited to stock on the books until fifty per cent. was paid up, making a working capital of one hundred and twenty-five thousand dollars. The bank did a flourishing business from the start, and, in addition to a heavy list of large depositors, became popular with small depositors, of which it had a host. This gave the bank such a prestige that two years ago, when only forty per cent. of the stock was paid up, shares were selling at from seventy to seventy-two per cent., or a little over seventy-five per cent. premium."

American Bank, established in November, 1867; officers: President, E. Miltenberger; Cashier, Wash Barrow; Assistant Cashier, F. Siebenmann; Directors, E. Miltenberger, Wash Barrow, Henry B. Berning, William Druhe, J. F. Schiefer, John F. Tolle, Joseph Uhrig, Jacob Blattner, Clingan Scott, C. F. Orthwein, L. W. Burris, J. O. Banks, R. D. Lancaster.

German Bank, organized in 1869, was located on Market Street, between Second and Third, but removed to Fifth and Market Streets. It transacted a

large business, having at one time deposits amounting to one million six hundred thousand dollars, and in December, 1869, established a branch office in "Hiemenz's new building, at the northeast corner of Carondelet Avenue and Carroll Street." On the 10th of July, 1877, the directors made an assignment of all the assets of the bank to Charles G. Stifel for the benefit of the creditors.

Broadway Savings Bank, established March 4, 1869. Officers: L. S. Bargaen, president; J. P. Krieger, Sr., vice-president; J. P. Krieger, Jr., cashier. For some years the bank transacted a flourishing business, but on the 21st of May, 1879, it was compelled to suspend, owing to the sudden crippling of its resources. Less than two years later (Jan. 17, 1881) its founder, J. Phil. Krieger, Jr., committed suicide at the Western Hotel, corner of Carr Street and Broadway. The cause of the act is indicated by the *Republican* as follows:

"The bank had a good run of business and did fairly well, although it is said to have experienced at least two financial storms, both of which it weathered under the guidance of Krieger, Jr., its cashier. On the afternoon of May 21, 1879, the bank closed its doors. The directors had discovered a slight impairment, and decided it was the wiser plan to suspend, though Krieger, Jr., was in favor of making efforts to tide over the difficulty. At this date the liabilities of the bank were about seven hundred thousand dollars, and its assets were then figured at two hundred and fifty thousand dollars. Mr. John Dierberger first, and afterwards Mr. John Lionberger became assignee. Public feeling over the matter of the failure ran very high, especially as there was a widespread opinion that Krieger, Jr., and one Mayer Goldsoll had conspired together to help themselves in their own speculations by using the money of the bank. The grand jury after a grand jurial investigation indicted Krieger, Sr., the president of the bank, Krieger, Jr., its cashier, and Mayer Goldsoll, a beneficiary of the institution."

North St. Louis Savings Association, established April 2, 1860, the directors being A. E. Erfurt, François Cornet, H. W. Winmann, John F. Wittee, Caspar Stolle, C. L. Holthous, Julius Thamer, and John C. Vogel. In 1864 the association reorganized under a new charter, and commenced operations on the 1st of February of the same year. Louis Espenschied was elected president, and John G. Hermann secretary. In 1866 the real estate at the southeast corner of Fourth and Morgan Streets, part of which was occupied by the building where the association transacted its business, was sold at auction, and the association having a fair surplus of profits, concluded to purchase it, with a view to building a banking-house on one of the two lots. The corner-stone of the building was laid on the 3d of June, 1869. On the 16th of July, 1877, the bank was compelled to suspend and go into liquidation. At the time of the suspension the officers were A. C. Erfurt, president;

E. F. W. Meier, vice-president; H. H. Wernse, cashier; J. H. Dickmann, assistant cashier; Directors, F. Barklage, Theodore Becker, Henry Cornet, A. C. Erfurt, Joseph Kilpatrick, E. F. W. Meier, Frederick Schiereck, J. W. Schloemann, A. W. Schulenberg, William Hake, F. A. Witte.

The cause of the suspension was the depression in the real estate market.

Traders' and Mechanics' Bank, established in October, 1872, suspended in February, 1876. C. L. Kraft was president at the time, and was subsequently appointed assignee.

S. B. Bullock, for twenty-seven years a resident of St. Louis, and for fifteen years a banker, died Aug. 7, 1863.

Among the prominent bankers of St. Louis was Capt. Mark Leavenworth, who died on Feb. 17, 1866, aged forty-one years. He was for a number of years widely known as a river commander and pilot, and for several years prior to his death was a member of the banking firm of Gaylord, Leavenworth & Co., of Olive Street.

The house of Donaldson & Fraley, brokers and bankers, was established in 1868, at the corner of Third and Olive Streets, where the firm has conducted a general brokerage and exchange business ever since. The house was established by John W. Donaldson and Moses Fraley, both of whom are active members of the firm. A branch house in New York is composed of Moses Fraley and Philip J. Goodhart, and transacts business under the firm-name of Fraley & Goodhart.

The Old Banking-House of James H. Lucas & Co.—In 1851, James H. Lucas established a banking-house in St. Louis, and in the following year associated with him John Simonds, the firm-name being Lucas & Simonds. Mr. Simonds was born on the 13th of March, 1800, in Windsor County, Vt. His father removed to St. Louis in 1817, and for several years filled the post of harbor-master, dying in 1839. John Simonds received a common school education, and in 1819 was appointed deputy constable. Two years later he was made deputy sheriff, and in 1825 was appointed United States marshal, but owing to his opposition to Gen. Jackson was removed in 1828. He then became a steamboat captain, and between the years 1828 and 1835 acted as commander of various steamers on the Mississippi. In 1835 he established a large commission house in St. Louis, and successfully pursued this business until 1852, when he entered the banking-house of James H. Lucas as a partner. In 1857 he retired from the firm and established the banking-house of Simonds & Taylor. Capt. Simonds'

first wife was Miss Teresa Geyer, sister of Hon. Henry S. Geyer, whom he married March 4, 1824, and his second wife was Miss Susan M. Kennett, whom he married May 5, 1852. For many years Capt. Simonds was president of the Citizens' Insurance Company, and for a considerable period president of the Board of Underwriters.

In the autumn of 1852 the firm determined to establish a branch banking-house in San Francisco, and for that purpose selected as their agent on the Pacific slope Maj. Henry S. Turner, assistant treasurer of the United States at St. Louis, the name determined upon for the branch establishment being that of Lucas, Turner & Co. A short time previous to this decision, Capt. William T. Sherman, who afterwards became so famous as a general in the Union army, had been stationed at St. Louis as commissary of subsistence, but in September of that year was transferred to New Orleans. About Christmas of the same year Maj. Turner laid before him the details of the plan for the establishment of the branch house in San Francisco, and proposed that he should become a partner in the firm.¹

¹ Henry S. Turner was born on the 1st of April, 1811, in King George's County, Va. In 1830 he was admitted as a cadet at West Point, and in June, 1834, graduated from that institution. He was at once appointed brevet second lieutenant in the First Regiment of Dragoons, then a new arm in the United States service. He served with his regiment on the frontier, his quarters being at Fort Des Moines, Iowa. He became second lieutenant in August, 1835, and was appointed adjutant at the regimental headquarters in July, 1836. He served in this capacity until November, 1838 (he became first lieutenant on the 3d of March, 1837), when he was appointed as aide-de-camp to Gen. Atkinson, and served as such until July, 1839, when he was sent by the War Department with two colleagues to the cavalry school of Saumur, France, to study cavalry tactics and prepare a manual of instruction for that arm of the service in the army of the United States.

On returning to the United States, two years later, he was married to Miss Julia M. Hunt, daughter of Theodore Hunt and Anne Lucas Hunt, and granddaughter of John B. C. Lucas.

After his marriage he was stationed at Fort Leavenworth, and served as adjutant of his regiment until June, 1846. In the interval between these dates he was on duty at Fort Gibson, at Jefferson Barracks, St. Louis, as well as Fort Leavenworth, as acting assistant adjutant-general of the Third Military Department from July, 1844, to September, 1846, during which time he was detailed on an expedition through the South Pass of the Rocky Mountains. When the Mexican war broke out Gen. Atkinson had died, and Col. Stephen W. Kearney, who had been appointed brigadier-general, was placed in command of the Army of the West, on an expedition to New Mexico and California. Maj. Turner, who had become captain of the First Dragoons in April, 1846, was the acting assistant adjutant-general of the army, and his services in the arduous campaign on which it immediately entered were brilliant and highly appreciated by his gallant commander. At San Pasqual, Cal., on the 6th of December, 1846, a fierce attack was made in the early

James H. Lucas, the senior partner, subsequently had an interview with Capt. Sherman, and also presented for his consideration the particulars of the California project, desiring him to accept the position of resident partner and manager in San Francisco. The enterprise struck Capt. Sherman so favorably that he obtained a leave of absence and visited San Francisco. After carefully surveying the field, he

morning on a portion of the United States forces by a swarm of mounted Mexican lancers, and in the combat which ensued Capt. Turner received a painful flesh-wound from a lance; but none of his comrades knew of his mishap until the enemy had been routed. He was in the saddle at the skirmish at San Bernardo on the following day, and participated in that action. The passage of the San Gabriel River was effected on the 8th of January, 1847. The skirmish on the plains of Mesa followed on the 9th of the same month, and for his gallant and meritorious services in these engagements he was breveted major, to date from the first of them.

The Army of the West returned to the United States by the way of El Paso, in the summer of 1847, too late to engage in the operations under Gen. Scott near the city of Mexico. That place was captured in September, 1847. Maj. Turner, who was an essential witness at the trial by court-martial of Col. Fremont, was detained in attendance on that court at Washington City until the treaty of peace in 1848. In July of that year he resigned his commission and devoted himself to civil life. He cultivated a farm about nine miles from the city of St. Louis, and in 1850 was appointed assistant treasurer of the United States in this city. He performed the duties of his office until 1852, when he embarked in the business of banking, in partnership with the late James H. Lucas and Gen. W. T. Sherman. This partnership lasted until 1857. During part of this interval Maj. Turner, together with Gen. (then Capt.) Sherman, resided in San Francisco, where was established a branch of the bank of Lucas, Turner & Co.

The firm was dissolved in 1857, and Maj. Turner returned to his farm. In 1863 he was elected president of the Union National Bank, and served in that capacity until 1869, when he accepted the presidency of the Lucas Bank, which he held until 1874, when he insisted upon resigning the office and devoting his whole time to the care of his large property. In 1858 he had been elected to the House of Representatives of the State, and served most acceptably for two years, declining a re-election. In 1874, when a general uprising against municipal misrule brought about the active participation in city affairs of men who ordinarily refuse political duties, he was induced to become a candidate for a seat in the Common Council, and was elected by his fellow-citizens without distinction of party. The duties of this office he performed not perfunctorily but conscientiously and laboriously for two years, but then insisted on a discharge from further public service. Besides these public duties, he was repeatedly selected as the depository of the most important private trusts. Some of the largest estates that had ever been administered in St. Louis passed through his hands as executor. In every instance the performance of his duties was above all challenge.

During the trying days of 1877, when riotous mobs threatened the peace and good order of the leading cities of the Union, he was conspicuously energetic in organizing and arming the citizens for the suppression of disorder. Maj. Turner died on the 16th of December, 1881, universally regretted by the citizens.

determined to accept the proposition of Messrs. Lucas and Turner, and resigned his commission in the army, to take effect on the 6th of September, 1853. On the 20th of that month he left New York with his family by steamer for the Pacific coast, and arrived safely in San Francisco. Maj. Turner was associated with him in the management of the branch bank until 1855, when he (Turner) returned to St. Louis, and Capt. Sherman was left alone to tide the affairs of the agency over the crisis of that year. Nearly every other bank in San Francisco closed its doors, but the house of Lucas, Turner & Co. survived the "run." Early in 1857, however, he informed the parent house in St. Louis that in his opinion the maintenance of the San Francisco establishment was no longer advisable. His suggestion was approved, and he accordingly closed up the affairs of the branch bank, and with his family removed to Lancaster, Ohio. Subsequently Mr. Lucas and Maj. Turner determined to establish a branch house in New York, which was done on the 21st of July, 1857. In the fall of that year the great financial panic necessitated a suspension of the St. Louis firm, but Mr. Lucas assumed the liabilities and paid all the creditors, with ten per cent. interest.

In Normandic of old, in what is now the department of the Eure, at the head of navigation on the river Brille, which empties into the estuary of the Seine, stands the ancient town of Pont-Audemer,—not a large place, but venerable, with a history of its own, as you will read in Thierry and in Martin; with seven thousand or eight thousand people, and manufactures of leather and cloth. Its leather products are quite famous in their way, and it is to the fact of manufactures being of old establishment in Pont-Audemer that St. Louis owes the residence there of the Lucas family, who have done so much to improve and adorn the town and city; for manufactures must have manufacturers, and these again their wives and daughters, and thereby hangs a tale. The *procureur du roi* (king's prosecuting attorney) of Pont-Audemer from 1760 onward was Robert Edward Lucas. An old Norman family, the Lucases, with a terribly long pedigree,—Lucas, Lucie, Fitz-Lucas, De Lucy, Filius Lucæ,—you will find their names in the roll of Battle Abbey, in the English Domesday Book, in Holinshed, in Joinville, in Camden, Leland, and Froissart, proud they were accordingly, sticklers for rank and social distinction. Robert Edward Lucas married for his wife la Mademoiselle de L'Arche. He had a fine old family seat outside the town, and the office of *procureur* was in some sort almost hereditary in his family. His wife bore him a son, Jean Baptiste Charles Lucas,



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Aug. 14, 1758, and this boy from the first was looked upon as destined to be his father's successor. He was educated with the position steadily in view, and with the profession also in which it was intended he should succeed his father,—an education at once liberal and exact, classical and technical, received in part at the university founded in Caen by King Henry VI. of England, and in part at the Honfleur and Paris law schools. At Honfleur, J. B. C. Lucas met his fate, in the person of Mademoiselle Anne Sebin, daughter of a manufacturer of cloth. Because her father was in trade, while the family of Lucas were *gens du droit*, Mademoiselle Sebin was not looked upon as his social equal. But she was handsome, well educated, and rich in mental endowments, and Lucas did not care much for the social arrangements which not only stood between him and the object of his affections, but also proposed to marry him to quite another person. Besides, in Paris he had become acquainted with Jacques le Roy de Chaumont, son of the landlord at Passy with whom Franklin and Adams sojourned during the times of the Revolution, and through him was imbued with American ideas, becoming such a hot Republican, in fact, that he and the king's attorney, his father, could not agree at all. Le Roy was coming to this country to buy land and settle in Western New York. Lucas accompanied him, arriving in the United States in 1784, having first married Anne Sebin. As soon as he became sufficiently acquainted with the English language, Lucas sent for his wife to join him in the western wilds. Albert Gallatin, Lucas' lifelong friend, who had come out in 1780, had bought land in Virginia, but the Indians prevented him from occupying it, and he was settled near Pittsburgh. Thither went Lucas also, and bought a farm, called "Montpelier," on Coal Hill, on the Monongahela River, six miles from Pittsburgh. Here some of his children were born,—Robert, the eldest, who was cadet at West Point by Gen. Wilkinson's appointment, and died in the service of his country in 1813, on the Canada frontier; Charles, the lawyer, killed in a duel by Thomas Hart Benton; Adrian the planter, who was drowned while crossing on the ice on Loutre Lake, Mo., in 1804; Anne, born Sept. 23, 1796, widow and survivor of Capt. Theodore Hunt, U.S.N., and Wilson P. Hunt, the great fur-trader, who afterwards kept store in St. Louis (Hunt & Hankinson); James H., born Nov. 12, 1800; and William, born in 1798, who died in 1837. Mrs. Anne Sebin Lucas, who was born in Honfleur, Aug. 10, 1764, died in St. Louis, Aug. 3, 1811.

J. B. C. Lucas, a man of great parts naturally and of superior culture, began at once to take part in pub-

lic affairs, following the example of Gallatin. Like Gallatin, he took the popular side in the excise troubles of that section, acquiring great influence, and being able to do much good by conservative and moderate counsels. His next neighbor was Maj. Ebenezer Denny, a Revolutionary officer, and one of Harmar's staff. The two were opposing candidates in 1795 for the Pennsylvania Legislature. Denny was a universal favorite, Lucas scarcely known, speaking English with difficulty, and charged by partisan maligners with being an avowed atheist, and with permitting his wife, during his absence in France, to have his land plowed on Sunday. Nevertheless Lucas was elected, though next year, in a purely local contest, Denny beat him badly for county commissioner, receiving nearly every vote. Lucas himself told this to Denny's son, years after. They were great friends, went to the polls together, and Denny contradicted on the stump the calumnies circulated about his political opponent. Lucas had a chance to repay this generosity in kind long years afterward. When he was judge of the Territorial Court in St. Louis, a case came before him in which Denny, who was not present, was plaintiff, and Alexander McNair, first Governor of the State, and a very popular and influential man, was defendant. Denny's case rested on his own deposition and was likely to go against him, when Judge Lucas charged the jury, both in French and English, to this effect: "When I lived in Pennsylvania," he said, "I was the next neighbor to the plaintiff; we differed in politics, we were opposing candidates for office, but there never was a more honest man. It is impossible that he could set up any claim that was not just and true." The jury found for Denny without leaving the box. Lucas was a man of remarkable prudence and judgment. Jefferson selected him, in the beginning of his administration, to go West and ascertain the temper of the French and Spanish residents of Louisiana. This was about 1801. He went incognito to St. Louis, and thence to Ste. Genevieve and New Orleans, taking the name of *Pantreaux*.

In 1803, Lucas was member of Congress from Western Pennsylvania, and on the purchase of Louisiana being completed, was at once appointed by Jefferson commissioner of land claims and judge of the Territorial Court. He sold his Coal Hill farm for five thousand dollars and went West with his family, arriving in St. Louis in September, 1805, and immediately investing his money in land in and adjacent to the town. Mrs. Hunt, in her cheerful little memoir of her family, after mentioning that a Pittsburgh lot, taken by her father for a bad debt, and

afterwards traded for a horse, had sold for twenty-five thousand or thirty thousand dollars, adds, "On the advice of my mother, who had learned experience from the sale of the Pittsburgh lot, he invested his salary in the purchase of land. He bought mostly outlots, facing on what is now Fourth Street, each lot being one arpent wide by forty arpens deep. All this land was used as a common field, each man cultivating what he pleased. There were no fences of any kind on it. By purchasing a lot at a time, he at length came to own all the land from Market Street to St. Charles, and from Fourth Street to Jefferson Avenue. He did not buy it as a speculation, but for what it would produce; it turned out, however, to be an immense speculation, for the whole seven arpens front did not cost him over seven hundred dollars, and that property is now worth, I suppose, seventy millions! A hundred dollars was what he usually paid for an arpent in width by forty deep, though sometimes he got it for less. The heirs to this vast estate need not thank my father for it, for he was too much of a politician to think of investing his money in land; it was my mother's foresight that suggested the investment which turned out so well."

This is rather a feminine way of looking at things, perhaps. It needed the sagacity of a man, not the instinctive security women feel in land-holding, to see the possibilities of the future in the untamed and unprogressive trading town of that day, with streets all mud-holes, Chouteau's hill a barren waste, and wolves prowling in the suburbs at Sixth and Chestnut Streets when the snow fell. James Lucas, with his traps, caught prairie-hens where the Laeledge Hotel now stands, and rabbits on the site of the Four Courts.

Judge Lucas, so far from being an "avowed atheist," was, like all his family, a consistent member of the Catholic Church. So far from being a "confirmed poker-player," gambling away whole blocks of houses, as some alleged "old inhabitants" have gone out of the way to charge him with being, he was a man of refined, scholarly tastes and domestic habits, giving to his family all the time which he could spare from his business, and looking in person after the education of his only daughter, a lady of peculiar graces both of mind and person. He was a man of strong feelings, and grief for the untimely loss of his sons, five of the six of whom died sudden deaths in their youth and prime, bowed him under a weight of affliction such as would have crushed a less composed and resolute soul. These losses did, indeed, drive him into retirement and seclusion in his private life after the death of his accomplished wife and his distinguished son Charles, but they never

distracted him from close attention to his affairs. These were multifarious and complicated, as, besides the care of his own immense estate, with all its various interests, he had a large law business and a great amount of fiduciary concerns for others,—trusteeships, executorships, and administrations. It is related of him that in spite of all the innumerable time sales and leases made by him, through which he became the creditor of thousands of persons, he never foreclosed and sold up more than five mortgages, and the most of these by request of the debtors.

In 1814, having occasion to go to Washington, a journey then indeed, and scarcely to be made except on horseback and in the course of months, he took with him his son, James H., a frolicsome youth, full of fun and humor and rather coltish in his high spirits and free temper, naturally somewhat impatient of restraint, having lost his mother so young in life. Returning West, James H. Lucas was sent to school at the college of St. Thomas, Nelson Co., Ky., an institution in charge of the Dominican order of friars. Among his schoolmates at this academy were Jefferson Davis, with Louis A. Benoist, Bernard Pratte, Gustave Soulard, and Bion Gratiot, all of St. Louis. In 1816 he and his brother William were students in Jefferson College, Canonsburg, Pa., an institution founded in 1802, and under charge of the Presbyterians. He was still here when, Sept. 27, 1817, his brother Charles died of the wound inflicted by Col. Benton's pistol. It is said, we know not how truly, that his father, disliking the lad's propensity for mischief, sent him from here to a school in New Hampshire. He may, perhaps, have been "rusted." At any rate, he did travel, about the time assigned, in New England, and whether he sent his father a "declaration of independence" or not, he studied law in Hudson (or Poughkeepsie), N. Y., supporting himself the while by teaching French in a young lady's seminary. In Hudson he studied in the office of Elisha Williams, a leading lawyer. Afterwards he went to the well-known law school of Judge Reeves, in Litchfield, Conn., where he had for his fellow-students men like Governor Ashley, Ichabod Bartlett, of New Hampshire, and N. P. Talmage, of New York, afterwards United States senator.

In 1819 he and Ashley, tiring of the "land of steady habits," returned to the West, the two with a companion forthwith embarking on a keel-boat with the purpose of descending the Mississippi and seeking their fortunes in South America, then in all the turmoil and excitement of revolution. Having got as far as Montgomery Point, on the White River, they seem to have changed their minds, took a pirogue up



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the river, passed through the "cut-off" to the Arkansas, and landed at Arkansas Post, famous for its founder Tonti, the companion of La Salle, and for the connection of Laclède with the place. Here Lucas was fortunate enough to become acquainted with Mr. Notrebe, the chief merchant and planter in that section, an elegant French gentleman of culture and refinement, with whom Lucas sealed a lifelong friendship. Doubtless this new acquaintance had a most beneficial influence upon young Lucas, for he seems at once to have settled down, resuming his law studies with energy, determination, and persistence, supporting himself by teaching school, and giving all his leisure hours to study. Here, and at Little Rock later, he followed other means of livelihood also, set type on the *Arkansas Gazette*, worked a plantation, and ran a ferry opposite the place, charging twenty-five cents' toll for his fares, foot passengers. He secured the appointment of county clerk also, until he passed the bar, when he took his saddle-bags and began to ride the circuit. This industry was not without its reward, for Governor James Miller, of the Territory, made him in 1825 major in the militia, and afterwards judge of the probate court. In this position Mr. Lucas remembered to have often performed the marriage ceremony, and it was he who married Albert Pike, the poet and general.

On May 10, 1832, he was himself married to Marie Emilie Desruisseaux, a native of Arkansas Post, but French in descent. The father of Miss Desruisseaux was Indian agent at the post of Arkansas at the time,—a man of consequence and ability, well educated, and possessing great influence. He was a Canadian by birth, French in his origin, and had come to that remote station from Canada by way of the ancient town of Cahokia. On the mother's side, the late Mrs. James H. Lucas was more American in blood. Her mother was a Van Noye, daughter of a native of New Jersey (of Dutch descent) who had married a Miss Anderson, of Virginia, and had seen service during the war of the Revolution. Thirteen children were the fruits of James H. Lucas' marriage, of whom six sons and two daughters survived him. Mrs. Marie E. Lucas died on the 24th of December, 1878, after a married life of forty-six and a half years, being then only in her sixty-fourth year. At the time of her death a St. Louis journal said that, "though occupying a position in society which the advantages of wealth and refinement entitled her to assume, she was unpretentious and unassuming. She was ever the dutiful wife, the indulgent mother, and faithful friend, devoted to every duty which a religious faith and matronly qual-

ities called upon her to exercise. Surviving her husband five years, she lived to see her numerous family settled in life, enjoying the large portions which fell to them from one of the largest estates in St. Louis. Besides her six sons she leaves two sons-in-law, Dr. J. B. Johnson, of St. Louis, and Judge Hager, of California."

In 1837 his brother William died, and James H. was the only living son of John B. C. Lucas, who was already old, getting feeble, and feeling lonesome. His daughter, Mrs. Hunt, had only at this time been married a year to her second husband, Wilson P. Hunt, and of course her own *ménage* demanded all her time. John B. C. Lucas wrote to his son James to come home to him, and, prompted by filial duty, the young man gave up his prospects in Arkansas and removed with his family to St. Louis. He arrived here in October, 1837, and settled on what Mr. Lucas called "the farm," or home-place, which his father gave him for his own. It consisted of fifty acres of land, and was valued then at thirty thousand dollars. His residence was near the fountain in Lucas (now called Missouri) Park, and he soon took the entire control and management of the extensive Lucas property, the judge, now nearly eighty years old, having become infirm and feeble. From 1837, therefore, James H. Lucas is thoroughly and effectively identified with the progress of St. Louis, and its growth in wealth and prosperity.

In 1842, on the 18th of August, John Baptiste Charles Lucas died, full of years and honors, and James H. Lucas and Annie L. Hunt, his sister, succeeded to the entire estate.

The original tract owned by the estate was bounded north by St. Charles Street, on the east by Fourth, south by Market, and west by Pratte Avenue. That embraced the Lucas property up to 1837. The last acquisition made by the old judge was Côte Brillante, consisting of two hundred and forty acres, which was bought for one hundred and fifty dollars in gold, and comprised the undivided land owned by Mr. Lucas and Mrs. Hunt. Mr. Lucas had also another farm, the New Madrid location, his country-seat, called "Normandy," on the St. Charles Rock road, nine miles from the city. This portion, now belonging to the Lucas estate, comprises eight hundred acres. Also, at the mouth of the Missouri River, there are six hundred and forty-three acres belonging to the estate. This is an old Spanish fort, where the battle of Bellefontaine was fought, in which fight Charles Lucas participated as colonel. There is also the Courtois tract, consisting of four hundred arpens, near Eureka Station, on the Maramee, still undivided; also twenty

acres on the Clayton road, the old Barrett place. In the management of the city portion of his vast estate, in building and improvements, Mr. Lucas devoted the remaining years of his protracted life, and but rarely engaged in the turbulent excitement of political affairs. He was, to be sure, State senator from 1844 to 1845, making a good serviceable member, and in 1847 consented to run as the Whig candidate for mayor in a triangular fight in which W. M. Campbell, Native American, and Judge Bryan Mulvanphy, Democrat, were his opponents. Mr. Lucas was simply the color-bearer in a forlorn hope, and he ran for the sake of his party, not to be elected. Mulvanphy triumphed over both the other candidates.

In business enterprises of a public character Mr. Lucas took a conspicuous and leading part. He was always ready to subscribe his money liberally and give his time freely to the service of any undertaking which he thought likely to promote the welfare and prosperity of St. Louis. He subscribed thirty-three thousand dollars at the start to the stock of the Missouri Pacific Railroad Company, of which he was twice elected president, promoting its success in many ways, and especially by shaping and indorsing its financial exertions. He helped to organize the St. Louis Gas Company, of which he was also president; was a director in the Boatmen's Savings Institution, and a large shareholder and director in nearly all the other prominent moneyed institutions of this city. In 1851, as hertofore stated, in order to promote his own extensive financial operations, he established a banking-house in St. Louis, branches of which were afterwards established in New York and San Francisco. He was now building very extensively, besides his ramified connection with many joint-stock enterprises, and the Lucas Market and the Lucas Place, both laid out by him, are perpetual monuments of the liberality of his great projects, and the taste which strengthened and embellished his judgment. His bank enjoyed, as it deserved, the confidence of the community, the vaults of the St. Louis house sometimes containing deposits to the value of two and a half millions.

In 1857 the banking firm of Lucas, Simonds & Co., of St. Louis, and the branch in San Francisco, under the firm of Lucas, Turner & Co., went under with the financial panic of that year. It was no reproach to the stability of any concern to yield temporarily to the pressure of such convulsions. Mr. Lucas gave his notes to all the creditors, some of whom valued the security so highly, with the rate of interest paid on them, that Mr. Lucas had not succeeded in calling them all in three years afterwards. In these financial troubles, Mr. Lucas, as we have seen, as-

sumed the entire liabilities, and paid off every creditor with ten per cent. interest, the loss to him amounting in the aggregate to about half a million of dollars. The debtors of the banking houses he never sued, but accepted whatever was offered.

In 1836, the year before this monetary cataclysm, Mr. Lucas sought a temporary relaxation from his labors in an extensive tour through Europe, his traveling companions being his son William and his daughter Elizabeth (now the wife of Judge Hager, of California). He visited the home of his ancestors in Normandy, and bought the old homestead near Pont-Audemer. Returning home he attended with assiduous industry to the management of his business. Under the transforming hand of time, and the rise in the value of real estate, his riches increased with the rapid progress of St. Louis.

Of this rapid growth and unexampled progress Mr. Lucas was at once the observant witness and the sagacious promoter. He enriched himself by contributing wisely and largely to enrich and beautify the city, and so freely did he employ his vast means that he was generally in debt for ready cash, and compelled to borrow money to help forward the innumerable enterprises with which he was associated. Sometimes his great estates made him "land poor," and he once told a friend, at a meeting at the Planters' Hotel, many years before his death, that while he was worth, as he supposed, two million dollars, he frequently had not money enough to go to market with. It was not with many people that he became thus confidential, for he was a quiet man, rather reserved, and fond of keeping his own counsel, but at times, in the company of a few friends, he unbent from his usual reserve, and was eminently social and fond of telling sketchy anecdotes of his early life and adventures.

Mr. Lucas was a man of marked capacity and positive character, and of the most undoubted integrity. He was modest and unassuming in his deportment, and retiring in his habits, with no disposition to put himself forward, but in whatever position he was placed he was emphatic and decided.

With all these elements of a strong character, he was fitted to assume the responsibilities devolved upon him by his father and to manage a great estate, which by his prudence, foresight, and industry was so largely increased in value and kept intact for the benefit of his family.

His fortune was very large. He owned two hundred and twenty-five dwellings and stores previous to the division of his property in 1872. His taxes the year before his death on his portion of the estate



RESIDENCE OF THE LATE JAMES H. LUCAS,
NOW OCCUPIED BY HENRY V. LUCAS,
NORMANDY PARK ST. LOUIS GO., MO.

LIBRARY
OF THE
UNIVERSITY OF ALBERTA

were one hundred and twenty-six thousand dollars. He had in all three hundred and odd tenants. Before the division of two millions to his wife and eight children, the income was forty thousand dollars per month, amounting to nearly half a million annually. After giving away the two millions, the portion of the estate left was estimated by good judges at five millions. He was also largely interested in the Pilot Knob Iron Company, owning one-fifth of the stock, which he gave away to his children, being twenty-five thousand dollars to each, and not included in the two millions given them as before stated. At an early day his father, Judge Lucas, lived in a stone house on Seventh Street, between Market and Chestnut, and he also had a farm residence in the woods, on the site of the First Presbyterian Church, and one of the apple-trees of the old orchard is yet standing.

The residence of Mr. Lucas was for many years on the southwest corner of Ninth and Olive Streets, but of late years he resided in an elegant dwelling on Lucas Place, bought of John How in 1867.

Mr. Lucas gave as liberally as he subscribed. The city owes him for a quit-claim deed for the old jail lot; he built the Lucas Market, and gave the Historical Society real estate valued at ten thousand dollars. He gave the ground upon which the Planters' Hotel was built, and which was originally called "Lucas Hotel."

He donated eleven thousand dollars towards building the Southern Hotel. He encouraged the new Exchange enterprise by selling a portion of the ground to the association at a low price and by taking twenty thousand dollars' stock, with assurances that the Fourth Street front when built would be equal in elegance and architectural design to the building of the Chamber of Commerce Association. He gave to the city Missouri Park. Two or three times he and Mrs. Hunt gave lots for a cathedral, besides lots and donations of money to numerous charitable institutions.

The following instance of his liberality may also be mentioned in this connection: At the close of the war in 1865, a man came up here from Little Rock, with three thousand dollars in "starvation bonds," which he endeavored to sell, in order to meet his pressing wants. The only offer he received was twenty cents on the dollar for the bonds. Mr. Lucas took them at their face, making only one request, that the party selling them would on his return to Arkansas give "Old Larky," who was in indigent circumstances from the war and whom he knew, some meat and flour. The bonds he subsequently gave away to old Dr. Price to pay his taxes with, as they were good in Arkansas for that purpose.

James H. Lucas died Nov. 11, 1873, at his residence, 1515 Lucas Place. His eight children survived him, six sons and two daughters, all of whom are married. He was buried with quiet but imposing ceremonies from St. John's Church, corner of Chestnut and Sixteenth Streets, Archbishop Kenrick officiating and Bishop Ryan preaching the funeral sermon in presence of nearly all the leading citizens of St. Louis, assembled to do honor to the deceased good man and honored fellow-citizen. The remains were interred in Calvary Cemetery.

Mr. Lucas' sister, Mrs. Anne L. Hunt, the other heir to the estate of J. B. C. Lucas, survived him for several years, dying April 13, 1879, at her residence, which, like her brother's, was also in Lucas Place. In youth she was a bright and lovely girl, precocious in intellect and a favorite in society. As has been stated above, she married early and had two husbands. Her large estate was managed by her with excellent prudence and judgment, while of its income she seemed to look upon herself as chiefly an almoner, giving very largely to charities, some of which originated with others, but some were planned and conceived by her alone. She gave in the most unostentatious way, so, indeed, as she used to say, that only she alone could see the fruits of her beneficence. It is said that in this way, in money and real estate, she gave away nearly a million dollars. Among the institutions founded by Mrs. Hunt were the sisterhood and house of the Good Shepherd, and the church and school of St. Mary's. She also materially aided the Little Sisters of the Poor.

Mrs. Hunt was her own executrix in a great measure, distributing her estate herself during the last four years of her life. She was as charitable in thought and speech as she was in deed, lived simply and plainly, and had such an aversion to ostentation that she particularly directed all the arrangements for her own funeral, so as to prohibit everything like display. She left two children, nineteen grandchildren, and twenty-two great-grandchildren.

The St. Louis Clearing-House Association was organized in the latter part of 1868, and began active operations on December 24th of that year with the following members:

Accommodation Bank, Bartholow, Lewis & Co., Boatmen's Savings Institution, Butchers' and Drovers' Bank, Central Savings-Bank, Commercial Bank, Exchange Bank, First National Bank, Fourth National Bank, Fourth Street Bank, Franklin Avenue German Savings Institution, Franklin Savings Institution, German Bank, German Savings Institution, Haskell & Co., International Bank, G. H. Loker & Brother, Mechanics' Bank, Merchants' National Bank, National Bank State of Missouri, National Loan Bank, North St. Louis Savings

Association, People's Savings Institution, Provident Savings Institution, St. Louis National Bank, St. Louis Building and Savings Association, Second National Bank, State Savings Association, Third National Bank, Traders' Bank, Union National Bank, Union Savings Association, United States Savings Institution, Clark Brothers & Co., Western Savings-Bank. The original management was composed of: President, W. E. Burr, president St. Louis National Bank; Vice-President, Charles Hodgeman, cashier Boatmen's Savings Institution; Committee of Management, J. H. Britton, president National Bank State of Missouri; Felix Coste, president St. Louis Building and Savings Association; J. C. H. D. Block, president Fourth National Bank; W. H. Maurice, cashier National Loan Bank; John R. Lionberger, president Third National Bank; Manager, James T. Howenstein.

In 1873, Charles Parsons succeeded Mr. Burr as president, J. R. Lionberger succeeded Mr. Hodgeman as vice-president, and Edward Chase succeeded Mr. Howenstein as manager.

On the 12th of July, 1875, an amendment (section 18) to the constitution was adopted, providing that

"no member shall be added to this association unless such member shall have a paid up capital of \$150,000, and no member having a less amount of paid up capital than \$150,000 shall be allowed to make the exchanges through the Clearing-House for any non-member, except under such contracts as are now existing."

The Clearing-House was originally located in the Exchange Bank building, but is now situated at No. 528, Chamber of Commerce building.

The present government is as follows:

President, Charles Parsons, president State Savings Association; Vice-President, Thomas E. Tutt, president Third National Bank; Committee of Management, Joseph O'Neil (president Citizens' Savings-Bank), William H. Thomson (cashier Boatmen's Savings-Bank), E. C. Breck (cashier Exchange Bank), Richard Hospes (cashier German Savings Institution), R. R. Hutchinson assistant cashier Mechanics' Bank; Committee of Arbitration, C. B. Burnham (president Bank of Commerce), S. E. Hoffman (president Valley National Bank), William Nichols (cashier Commercial Bank), James E. Yeatman (president Merchants' National Bank), George A. Baker (president Continental Bank); Committee on Membership, T. A. Stoddart (cashier Third National Bank), John Nickerson (cashier St. Louis National Bank), F. W. Biebinger (cashier Fourth National Bank); Manager, Edward Chase; Members, Laclede Bank, Boatmen's Savings-Bank, Commercial Bank, Fourth National Bank, Franklin Bank, German Savings Institution, International Bank, Mechanics' Bank, Merchants' National Bank, Continental Bank, Provident Savings Institution, St. Louis National Bank, Bank of Commerce, State Savings Association, Third National Bank, Union Savings Association, Citizens' Savings-Bank, Valley National Bank.

CHAPTER XXXIII.

INSURANCE, TELEGRAPH, POSTAL SERVICE, GAS, AND HOTELS.

Fire, Marine, and Life Insurance.—During the earlier portion of the city's history insurance was effected through the agency of foreign companies which had established branch offices in St. Louis, and it was not until 1831 that an effort was made to organize a home insurance company. One of the earliest insurance agents was Edward Tracy, of Tracy & Wahrendorff, who, on the 14th of June, 1824, announced that he would insure St. Louis property as the representative of the Farmers' Fire Insurance and Loan Company of New York. In February, 1826, announcement was made of the appointment of H. C. Simmons as agent of the Protection Fire and Marine Insurance Company of Hartford, Conn., which authorized him "to insure against the hazards of fire and against the hazards of inland navigation on the lowest terms." On the 15th of February of the following year, John Shackford informed the public that he would insure against fire and river risks. On the same day it was announced that Edward Tracy, of Tracy & Wahrendorff, would continue to act as the St. Louis agent of the Farmers' Fire Insurance and Loan Company of New York, and that Wilson P. Hunt, agent, would effect insurances in St. Louis on behalf of the Traders' Insurance Company of New York. Mr. Hunt's advertisement as agent of the Fire and Inland Navigation Insurance Company was renewed in September, 1828, as were also those of Edward Tracy, agent for the Farmers' Insurance and Loan Company of New York, and H. C. Simmons, agent for the Protection Insurance Company of Hartford, Conn. In March, 1829, Mr. Tracy and Charles Wahrendorff were still conducting a marine insurance business under the firm-name of Tracy & Wahrendorff. On the 8th of February, 1831, notice was published to the effect that those who wished to take stock in the Missouri Insurance Company of St. Louis were informed that books had been opened for that purpose under the supervision of a committee appointed by the Legislature. This committee was composed of George Collier, John Mullanphy, Peter Lindell, James Clemens, Jr., Thomas Biddle, Henry Von Phul, Edward Tracy, and William K. Rule. About five weeks later (March 15, 1831) it was announced that the company had gone into operation with very favorable prospects. The following were the directors for the year: John Mullanphy, Thomas Biddle, George Collier, P. Lindell, James

Clemens, Jr., Bernard Pratte, Henry Von Phul, and William Hill. George Collier was president of the company, and John Ford secretary.

In April following notice was issued that the capital, one hundred thousand dollars, having been secured, the company was prepared to insure steamboats and every other description of vessels against the dangers of sea or inland navigation; also stores, warehouses, dwelling-houses, mills, factories, and buildings in general, merchandise, household furniture, vessels building or in port, and their cargoes, and every description of personal property against damage by fire. The office of the company was situated on Main Street, near Vinc, "in the south end of the late dwelling of P. Chouteau." The business hours were stated to be "from 9 until 1 p.m., and from 3 o'clock until sundown." In February, 1837, a meeting of the Missouri Life Insurance and Trust Company was held, at which Edward Tracy was unanimously elected president, and Martin Thomas vice-president and cashier. On the 13th of February, 1837, notice was given that the books of subscription to the capital stock of the St. Louis Insurance Company would be opened on the 20th of March, at the office of the Missouri Insurance Company, under the supervision of William G. Pettus.

The commissioners whose signatures were appended to this notice were Theodore Labeaume, Christopher Rhodes, John W. Johnson, Thomas S. Stewart, Hardage Lane, William G. Pettus, Thomas Andrews, John Ford, William L. Sublette, John Shade. On the same day the commissioners of the proposed "Union Insurance Company" announced that subscription books would be opened "at 10 A.M. on Monday next at the counting-room of Von Phul & McGill, "and would be kept open for ten days, or until the stock was subscribed for." The commissioners were Augustus Kerr, Theodore L. McGill, William Hempstead, J. G. Lindell, Daniel P. Page, and Edward Walsh. Similar notices with regard to the proposed formation of the Citizens' and Marine Insurance Companies were issued on the 16th and 20th of February respectively. At an election for trustees of the Missouri Life Insurance and Trust Company, held in December, 1837, the following were elected:

Edward Tracy, Pierre Chouteau, Martin Thomas, George Collier, Henry Von Phul, William Glasgow, Nathaniel Paschall, John Walsh, Joseph Charless, Daniel D. Page, Augustus Kerr, George K. McGunneagle, M. Lewis Clark, all of St. Louis; John M. White, of Selina, Mo.; John M. Derby, of Boston, Mass.; David B. Ogden, C. T. Catlin, J. D. Beers, of New York; George Hanly, of Philadelphia.

The subscribers to the stock of the St. Louis Floating-Dock and Insurance Company were notified on the

25th of August, 1838, that a meeting would be held at the counting-room of Messrs. Charless & Blow on the 6th of September for the purpose of electing thirteen directors. The commissioners who gave this notice were Robert Walsh, John D. Daggett, Thornton Grimsley, Hugh O'Neil, Joseph C. Laveille, Thomas Andrews, John Shannon, and James S. Thomas. In April, 1839, the *Republican* announced that the St. Louis Perpetual Insurance Company had purchased the lot then occupied by it for twenty thousand dollars. The company had a capital of three hundred thousand dollars, which, however, had not at that time been paid in full, although it was stated that the amount would be secured in a few months. The institution had already begun to receive money on deposit.

The Perpetual Insurance Company also transacted a savings-bank business, as appears from a brief newspaper mention of the fact in April, 1839. At the election of directors of this institution held Jan. 4, 1841, John B. Camden, William M. Tompkins, Kenneth McKenzie, John J. Anderson, S. J. Bacon, Joseph Stettinius, and H. A. Garstens were chosen. March 30, 1843, the public was informed that the St. Louis Perpetual Insurance Company had "fully resumed its insurance business."

In the *Republican* of July 19, 1849, mention is made of the fact that the St. Louis Floating-Dock and Insurance Company, "which was revived a short time previous to the late disastrous fire," met with a heavy loss on that occasion. Notwithstanding the fact, however, that the losses amounted to one hundred and twenty thousand dollars, it was able within sixty days to adjust every loss, with the exception of one which involved a legal doubt. The stockholders about this time increased the capital stock one hundred thousand dollars, and the company was reported to be "doing a handsome business."

At the election of the St. Louis Insurance Company held in September, 1852, J. E. Yeatman, Charles Miller, J. D. Osborne, E. Y. Ware, S. K. Wilson, J. C. Rust, J. B. S. Lemoine, J. D. Houseman, L. Levering, George Knapp, George K. McGunneagle, Abner Hood, and T. Grimsley were chosen directors for the year.

On the 14th of July, 1853, the directors of the Pacific Insurance Company organized at the office of Leffingwell & Elliot by the election of A. B. Chambers, president, and Walter B. Foster, secretary. It was announced that the company would be prepared to commence business "at an early day next week."

CITIZENS' INSURANCE COMPANY.—On the 16th of February, 1837, a notice was published to the effect

that the Citizens' Insurance Company was about to be organized, the 27th being named as the day for opening the subscription books at the counting-room of Alfred Skinner. The commissioners were George W. Call, James Clemens, Jr., Alfred Skinner, H. L. Hoffman, John F. Darby, Henry Chouteau, David S. Hill, James S. Thomas, and John Shannon. The organization was duly effected, and the company, whose offices are located at the corner of Third and Chestnut Streets, has had a flourishing career of more than forty-five years' duration. Its actual cash capital is \$200,000; surplus, \$143,553.85; and its business, which amounts to about \$80,000 per annum, is conducted on sound and conservative principles.

The company transacts a general fire insurance business, which is principally local, being confined almost exclusively to St. Louis County. The officers of the company¹ during 1882 were E. O. Stanard, president; H. D. McLean, vice-president; John P. Harrison, secretary; Directors, E. O. Stanard, George H. Plant, Theo. Bartholow, H. C. Haarstick, Craig Alexander, J. G. Chouteau, A. Nedderhut, H. D. McLean, George Bain, J. B. M. Kehler, W. S. Humphreys, A. T. Harlow, W. P. Howard, A. O. Grubb, and Theo. Booth.

THE MARINE INSURANCE COMPANY, located at 212 North Third Street, was incorporated by the Legislature on the 25th of January, 1837, and books were opened for subscriptions to the stock on the

¹ One of the most prominent officers of the Citizens' Company was William Renshaw, Sr., who died at the residence of his son at Fulton, Mo., on the 14th of March, 1864, aged seventy-two years. Mr. Renshaw removed to St. Louis in 1818, when the future great city was an unpretentious town, and first established himself in business as a member of the firm of Renshaw & Hoffman, which continued in existence for a number of years. At a later period he was made secretary and then president of the Citizens' Insurance Company, which under his management enjoyed, as it still enjoys, a large share of public favor.

Another active officer of this venerable company was Gen. W. D. Wood, who died in St. Louis on the 2d of February, 1867. Gen. Wood was a native of Pennsylvania, but for twenty years had been a citizen and resident of St. Louis. He was educated for the medical profession, but having a preference for business pursuits, became a partner in a hardware house in St. Louis. Subsequently and for several years prior to the war he was secretary of the Citizens' Insurance Company. In 1861, on the breaking out of hostilities, he was appointed a member of Governor Gamble's staff with the rank of colonel. He commanded a regiment in Missouri during the early years of the war, and in 1863 proceeded with the Union forces to Arkansas. He was given command of a regiment, and sometimes of a brigade, until the close of the war. After the surrender of the Confederate armies he was promoted to the rank of brigadier-general. In 1866 he obtained a charter for the Occidental Insurance Company, and was elected president of that corporation.

20th of February following at the counting-room of Von Phul & McGill. The commissioners were John W. Reel, Theodore McGill, George Sproule, William Hempstead, James C. Way, William Finney, Edward Walsh, Samuel S. Reyburn, Augustus Kerr, and Edward Tracy. On the 15th of March, John W. Reel was elected president, and Samuel Hough secretary, and the company speedily entered upon a prosperous career. The present capital stock of the company paid up is \$150,000. Among the assets are real estate valued at \$20,000; Kansas Pacific Railroad bonds, \$120,000; Missouri Zinc Company's stock, \$28,200. The company has a surplus, over all liabilities, amounting to \$46,799.68. The business transacted by this company is a general fire, marine, and inland insurance. The officers for 1882 were Samuel M. Edgell, president; James A. Bartlett, vice-president; and S. G. Kennedy, secretary. Directors, S. M. Edgell, C. S. Greeley, R. P. Hanenkamp, Eben Richards, John H. Beach, R. B. Brown, D. Treadway, W. H. Chick, H. W. Hough, John T. Davis, Samuel Cupples, Abram Nave, John A. Bartlett, Hugh Rogers, C. Fath, A. O. Grubb.

THE HOME MUTUAL FIRE AND MARINE INSURANCE COMPANY was chartered in 1846, and the first annual meeting was held in May, 1847. It then had about nine hundred members. The directors chosen were B. F. Edwards, J. M. Krum, D. D. Page, J. A. Eddy, I. L. Garrison, W. A. Nelson, J. Kern, J. Whitehill, and Reuben Knox. The company continued in existence, doing a general fire and marine insurance business, until the 9th of March, 1880, when it was declared insolvent by decree of court, and its affairs placed in the hands of the superintendent of the Insurance Department of the State for settlement.

THE MISSOURI STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY was incorporated in 1849. The first president was C. M. Valleau. The headquarters of the company are at 712 Chestnut Street. S. M. Edgell is president, and F. B. Holmes secretary. The present directors are W. A. Hargadine, S. M. Edgell, B. W. Alexander, J. B. C. Lucas, F. B. Holmes, C. S. Greeley, August Nedderhut, James E. Kaine, and Adolphus Meier. The original location of the company was on the southwest corner of Pine and Second Streets. Later they occupied an office in the old Exchange building, and in the Merchants' Exchange building. From the latter place they removed to their present quarters.

THE ST. LOUIS MUTUAL FIRE INSURANCE COMPANY was organized on the 22d of February, 1851, under the name of the St. Louis Mutual Fire and

Marine Insurance Company of St. Louis. The incorporators were John Kern, A. F. Hummitsch, E. F. Thuemmler, Jacob Rosenbaum, Peter Pelizarro, Adolph Kehr, Henry Kayser, Thomas Julius Meier, John C. Mueller, and Louis Bach. Originally its office was situated on the northeast corner of Second and Market Streets, but subsequently it was removed to the southeast corner of Seventh and Locust Streets. The building now occupied by the company was purchased in 1869. The company transacts a fire insurance business. Its first president was John Kern, who held office until August, 1856.¹ Its first secretary was George Weinhagen, and its first treasurer A. F. Hummitsch. The first board of directors was composed of John Kern, Adolph Kehr, A. F. Hummitsch, Henry Kayser, E. F. Thuemmler, Thomas J. Meier, Jacob Rosenbaum, and Louis Bach. The charter expired April 16, 1880, and the company was reorganized under the general insurance statutes, and received its charter for ninety-nine years, July 1, 1881, as the St. Louis Mutual Fire Insurance Company of St. Louis. The officers for 1882 were: President, John C. Vogel; Vice-President, John G. Haas; Secretary, John J. Sutter; Board of Directors, John C. Vogel, Michael Voepke, Caspar Stolle, Charles L. Stuever, John H. Mueller, John G. Haas, Charles Branahl, John P. W. Thul, and Henry G. Sachleben.

THE AMERICAN CENTRAL INSURANCE COMPANY was incorporated by an act of the Legislature approved Feb. 23, 1853, under the name of the Atlantic Mutual Insurance Company, the commissioners named in the act being Derick A. January, Phocian R. McCreery, John Cavender, Phillips Crow, and William T. Essex. In the following November the commissioners reported that they had secured sixty-four subscriptions, amounting to \$126,000. A permanent organization was effected Jan. 10, 1854, the following persons being elected trustees: Wayman Crow, John Cavender, John F. Darby, Phillips Crow, D. A. January, P. R. McCreery, William H. Pitman, John S. Cavender, James Smith, Christopher Rhodes, George P. Doan, John B. Carson, Samuel Russell, Charles P. Chouteau, O. W. Child, Samuel G. Reed, James A. Jamson, George Partridge, George Robinson, D. J. Hancock, and John J. Mudd. John F. Darby was elected first president on the 13th of January; Samuel Russell, vice-president, and I. J. Welbourn, secretary.

¹ John Kern died on the 27th of August, 1856, aged forty-two years. He had been a resident of St. Louis for about twenty years, and was one of its leading business men. In April, 1856, he was elected a member of the Board of Aldermen.

In 1869 the capital stock was increased and the assets invested in United States securities. On the 22d of September of that year the name was changed to the American Central, and the business was subsequently extended to large proportions, agencies being established in other States. The losses of the company by the great Chicago fire destroyed its paid up capital, —\$275,000,—but the corporation continued in business and soon regained its former prosperity. At the present time the American Central is one of the most flourishing institutions of its kind in St. Louis, a surplus of \$255,295.49 having been accumulated. For a number of years the company occupied a portion of the St. Louis Life Insurance building at Sixth and Locust Streets, but it subsequently removed to 419 Olive Street, where it is now located. The officers for 1882 were George T. Cram, president; S. M. Dodd, vice-president; W. H. Pulsifer, treasurer; and James Newman, secretary; Directors, S. M. Dodd, John Wahl, George O. Carpenter, George A. Madill, James Newman, John L. Blair, W. M. Senter, W. H. Pulsifer, D. Rorick, George L. Joy, George T. Cram, and G. W. Chadbourne.

THE COVENANT MUTUAL LIFE INSURANCE COMPANY was organized in 1853, under the General Insurance Act of Missouri. Since its incorporation the company has under careful and judicious management grown steadily in popular favor, and now makes the following showing: Real estate owned, \$112,760; loans on bonds and mortgages, \$183,638; loans on stocks and bond collaterals, \$1100; loans on company's policies, \$14,530; premium notes, loans, or liens, \$100,284.02; stocks and bonds owned, \$41,925; cash, \$25,173.87; uncollected premiums, \$6552.93; all other property, \$7813.38; making the total assets \$494,277.20.

The officers for 1882 were E. Wilkerson, president; A. F. Shapleigh, vice-president; and Alfred Carr, secretary; and the board of directors was composed of the following: Nathan Cole, S. H. Laffin, Isaac M. Veitch, Herman Eisenhardt, E. Wilkerson, J. D. S. Dryden, A. F. Shapleigh, A. G. Braun, Theodore Betts, John W. Luke, M. L. Libby, G. A. Finkelnberg, Given Campbell, John Wahl, Joseph S. Nanson, and John C. Moore. The general office is located at No. 513 Olive Street.

THE MOUND CITY MUTUAL FIRE INSURANCE COMPANY was organized in May, 1855, under a charter granted by the Legislature during the preceding month. The original incorporators were Wyllys King, Asa Wilgus, J. C. Harns, D. C. Garrison, George S. Drake, R. J. Lockwood, James S. Watson, Rollins Clark, and Robert Holmes. The officers in

1855 were D. R. Garrison, president; R. J. Lockwood, vice-president; David H. Bishop, secretary; and John F. Darby, treasurer. The company transacts a general fire insurance business, and issues policies varying in duration from thirty days to six years. The general offices of the company are situated at the southwest corner of Sixth and Olive Streets. The present president, Ellis N. Leeds, was elected in 1867, and has served continuously ever since. He is regarded as being one of the ablest and most thoroughly posted insurance men in the West.

Ellis N. Leeds was born in Burlington County, N. J., Sept. 28, 1814. His father was a farmer in moderate circumstances, and the boy, after enjoying such school privileges as were to be obtained in the neighborhood, learned the trade of a brick-mason. In 1839, while yet quite a young man, he removed to St. Louis, and continued to work at his trade until 1848, when he engaged in the lumber business, in which he continued until 1869, when he retired. Since then he has not been actively employed in any business. Since 1862 he has been a director in the Merchants' Bank, and for some years was a director in the Vulean Iron Company, the St. Louis Gas-Light Company, the St. Louis Railway Supplies Manufacturing Company, and the Cheltenham Fire-Brick Company. As a business man, Mr. Leeds has been signally and uniformly successful, and the bricklayer who came to St. Louis in 1839 now enjoys a handsome competence. Of Quaker descent, he avoids all publicity and show, but notwithstanding his unobtrusiveness, he has been associated with many important business enterprises, and has filled with credit a number of responsible positions. Mr. Leeds enjoys the respect of a very large circle of friends, and in his domestic and social relations is regarded as one of the most amiable and attractive of men.

C. H. Alexander, the present efficient secretary of the Mound City Mutual Fire Insurance Company, first entered the company as a clerk in 1862, and his close application, together with a thorough knowledge of the business, soon gained him the confidence of the stockholders. In 1875 he was promoted to his present position.

The directors of the company are Ellis N. Leeds, Daniel R. Garrison, William Booth, Matthias Dougherty, Francis L. Haydel, John Maguire, Charles Hofman, Preston Player, and Joseph T. Donovan.

The company is one of special prominence in St. Louis, from the fact that it has never faltered, its obligations having always been fulfilled to the letter. The total assets are \$181,379.94, the total liabilities \$116,285.06, and the surplus \$65,094.88.

THE HOPE MUTUAL FIRE INSURANCE COMPANY was organized in 1857, and began to issue policies early in March of that year. The first office was at Main and Vine Streets, but it soon removed to the basement of the Boatmen's Savings Institution, at the northeast corner of Second and Pine Streets. Its incorporators and first board of directors were Thos. E. Tutt, A. F. Shapleigh, L. D. Baker, R. M. Renick, Gerard B. Allen, N. J. Eaton, Alexander Finley, Taylor Blow, Rufus J. Lackland, Edward A. Filley, R. M. Park, W. H. Pritchatt, John A. Brownlee, A. M. Waterman, Isaac S. Smith, W. H. Tillman.

From Second and Pine Streets the office was removed to 307 Olive Street, and thence to 419 Olive Street. Its first and subsequent presidents were Thomas E. Tutt, N. J. Eaton, C. S. Kintzing, and Isaac M. Veitch. The present officers are: President, Isaac M. Veitch; Secretary, Henry Schmitt; Directors, A. F. Shapleigh, T. E. Tutt, James M. Carpenter, Anthony Ittner, Francis Carter, G. H. Loker, William H. Thompson, W. C. Jamison, M. A. Wolff, and Isaac M. Veitch.

The company has had a very successful career since its organization, and furnishes exceptionally low insurance to its members on the mutual plan, its business being mainly restricted to dwelling-houses and furniture.

WASHINGTON FIRE INSURANCE COMPANY.— This company was chartered on the 23d of November, 1857, under the name of the Washington Mutual Fire Insurance Company, the incorporators being C. F. Becker, I. Kurlbaum, William Siever, John H. Marquard, L. Roever, Herman H. Meier, William Seifried, P. Weber, E. Menche, Charles Altinger, Charles W. Gottschalk, John H. Burkhardt, Edward Eggers, and F. Roever. Its first president was Charles W. Gottschalk, who was succeeded by Arthur Olshausen, who continues to hold the office. Charles W. Horn was the first vice-president, and Arthur Olshausen the first secretary. The officers at present are: President, Arthur Olshausen; Vice-President, Philip Gruner, Jr.; Secretary and Treasurer, Edward Breitenstein; Assistant Secretary, Louis J. Behrens. The office is located at the corner of Market and Second Streets.

THE GERMAN MUTUAL LIFE INSURANCE COMPANY, located at the northeast corner of Second and Market Streets, was organized in 1857, and chartered November 23d of that year. The incorporators were Edward Eggers, Frederick Bergesch, Francis Krenning, Adolph Kehr, F. A. H. Schneider, Frederick Hauck, Gottlieb Martin, Charles G. Stifel, Francis



E. W. Leeds

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Saler, T. Thummmler, George Gehrke, and Charles W. Horn.¹

Its first and subsequent presidents were Charles W. Horn, Theodore Plate, Arthur Olshausen. Its first secretary was Arthur Olshausen. The officers for 1882 were: President, Arthur Olshausen; Vice-President, Christian A. Stifel; Actuary, Isidor Bush; Secretary, Edward Breitenstein; Assistant Secretary, Louis J. Behrens; Medical Examiners, Drs. Charles F. Hauck and P. J. Lingenfelder; Agent, S. Kehrmann.

FRANKLIN INSURANCE COMPANY.—One of the most successful institutions of its kind in the West is the Franklin Mutual Insurance Company of St. Louis, which was incorporated in March, 1859. Scarcely any other fiduciary institution of St. Louis is more closely identified with the interests of the community or has had a more uniformly successful career. Among its officers at the present time are a number of the prominent business men of the city. Its office is at No. 400 North Third Street, and the capital stock amounts to three hundred and twenty-two thousand dollars. Henry Meier is president of the company; John C. Nulsen, vice-president; Louis Ducstrow, secretary; and the directors are Charles F. Meyer, John C. H. D. Block, J. C. Nulsen, H. J. Spaunhorst, Henry Meier, C. Fink, D. J. Blanke, and L. J. Holthaus.

THE LACLEDE MUTUAL FIRE INSURANCE COMPANY was chartered on the 14th of January, 1860, under the name of the Laclede Mutual Fire and Marine Insurance Company of St. Louis, the incorporators being Isaac Walker, William T. Gay, Levin H. Baker, Joseph O'Neil, Charles H. Peck, Oliver Garrison, Dwight Durkee, Louis A. Labeaume, and Robert W. Powell. The office of the company was situated originally at No. 217 North Third Street, but was afterwards removed to 212 North Third Street, where it is still located. The business transacted is that of mutual fire insurance. R. W. Powell was the first president, William T. Gay the first vice-president, and John Baker the first secretary of the corporation. The officers of the company for 1882 were: President, R. W. Powell; Vice-President, Joseph O'Neil; Sec-

retary, J. C. Bury, Jr.; Directors, Joseph O'Neil, Charles H. Turner, Trumbull G. Russell, R. W. Powell, Oliver Garrison, John M. Sellers, G. Conzelman, Thomas Slevin, and J. B. C. Lucas.

Robert W. Powell, the president of the Laclede Mutual Fire Insurance Company, arrived in St. Louis in October, 1843. He was a tailor by trade, and at once established himself in that business. In 1844 a building was erected for him on Fourth Street near Pine, where the *Globe-Democrat* is now printed, his residence being situated on Market Street near Fourth. He continued the business at Fourth and Pine Streets for some time, and then removed to a store on Second Street, where he remained until 1857, when he relinquished this occupation to engage in the produce and commission business at No. 4 South Levee. In 1860 he withdrew from this pursuit, and on January 14th of that year, in company with several wealthy and prominent citizens, obtained a charter for the Laclede Mutual Fire Insurance Company. He was elected its first president, and has been annually re-elected ever since. The "Laclede" has long ranked as one of the safest insurance companies in the city. Mr. Powell was also one of the incorporators of the Citizens' Savings-Bank, was elected a director, and is now a vice-president of that institution.

In the management of his business as a merchant tailor Mr. Powell was very successful. He systematically invested his surplus in real estate, and with such judgment that he soon acquired a generous competence. He is a large owner of valuable real estate in the central residence portion of the city, and has improved much of it in a substantial and elegant manner. He occupies a handsome residence at No. 2642 Locust Street.

In religion, Mr. Powell is an Episcopalian. He was present at the organization of St. George's Church, when Dr. E. Carter Hutchison preached his first sermon at the Benton School, on Sixth Street between Locust and St. Charles, and for a number of years was connected with St. George's congregation, which built a church on Locust Street near Seventh. Subsequently he became a member of Trinity Church, at Washington Avenue and Eleventh Street, and was vestryman. Having (later) removed to Stoddard's addition, he became one of the incorporators of the parish of the Holy Communion, and was chosen vestryman. When St. George's congregation sold its church on Locust Street and removed to the new church at Locust and Beaumont Streets, he rejoined it, and is still a member. To the various benevolent enterprises of the church he has always contributed his full share.

¹ Charles W. Horn, president of the German Life Insurance Company, died suddenly at his residence, 2426 Carr Street, St. Louis, in June, 1872. Mr. Horn had filled a number of important positions of trust and honor, and was regarded as being one of the representative citizens of St. Louis. He served in the City Council during the sessions of 1856, 1857, and 1858, and was an energetic member of the Board of Health. Mr. Horn was born in the Grand Duchy of Nassau, Germany, emigrated to this country when a young man, and died at the age of about fifty-six years.

In private life Mr. Powell is retiring and amiable, but in business is outspoken and decided, and his success is mainly due to his prompt judgment and celerity of action. His career has been singularly quiet and uneventful, but it has been full of usefulness and marked by uniform success.

THE JEFFERSON INSURANCE COMPANY was organized May 1, 1861, with a capital of \$300,000. The total assets are \$313,484.71; surplus, \$125,248.71; net cash received during the last fiscal year for premiums and assessments, \$52,880.58; aggregate income for the year in cash, \$55,457.07; net amount outstanding risks, \$8,163,901.66. The officers are: President, Hermann Eisenhardt; Vice-President, Charles H. Teichmann; Secretary and Treasurer, C. R. Fritsch; Directors, H. Eisenhardt, F. W. Bieinger, Aug. C. Mueller, Charles Wulfing, Charles H. Teichmann, Adam Conrad, C. A. Stifel, George Schlosstein, G. H. Bokenkamp, Francis Cornet, F. E. Schmeiding, and Abraham Kramer. The general offices are located at No. 207 North Third Street.

EQUITABLE LIFE ASSURANCE SOCIETY.—The St. Louis agency of the Equitable Life Assurance Society of the United States, one of the largest corporations of its kind in the world, was established in 1862, S. A. Ranlett, since deceased, being the agent. The present office is located in the "Equitable Building," at Sixth and Locust Streets, one of the finest structures in the city. Benjamin May is the manager, and J. S. Kenrick is the cashier for the Southwestern Department. James M. Brawner, deceased, was the agent for twelve years. The main office of the Equitable was originally at No. 92 Broadway, New York City, but was afterwards moved to the imposing building No. 120 Broadway. Branch offices, located in handsome edifices owned by the company, have been established in Paris (France), Boston, and Chicago, and flourishing agencies exist in all the cities and most of the important towns in the country. The first president of the society was William C. Alexander, and the officers for 1882 were: President, Henry B. Hyde; Vice-Presidents, James W. Alexander, Samuel Borrowe; Secretary, William Alexander; Actuaries, George W. Phillips, J. G. Van Cise; Medical Examiners, Dr. E. W. Lambert and Dr. Edward Curtis; Superintendent of Agencies, E. W. Scott. The company, which was organized on the 26th of July, 1859, ranked at the outset as No. 19 in the list of insurance societies as to magnitude, but such has been its growth that the outstanding policies on its books are claimed to largely exceed the amount of the outstanding insurances of any other company organized since 1832. It now holds the sec-

ond place in size, but is said to have issued for many years past a larger amount of new insurance than any other company. The only other company whose transactions have approached those of the Equitable during recent years made a showing in 1881 of about \$11,500,000 less than the Equitable.

THE NORTH ST. LOUIS MUTUAL FIRE INSURANCE COMPANY was incorporated in February, 1864, the incorporators being H. Overstolz, Theodore Koch, and others. Since its organization the office of the company has been situated at the corner of Broadway and Exchange Street. Henry Overstolz has been president of the company from the beginning. The officers during 1882 were: President, H. Overstolz; Vice-President, L. Espenschied; Secretary and Treasurer, Theodore Koch.

ST. LOUIS LIFE INSURANCE COMPANY.—The Mound City Life Insurance Company, which afterwards changed its name to that of the St. Louis Life, was organized on the 14th of May, 1868, and its first policy was issued June 10th of that year. Its first president was Capt. James B. Eads, and the offices were located at first at No. 318 North Third Street, between Olive and Locust Streets. At the first annual election, held at the office, 319 North Third Street, on the 17th of May, 1869, the following officers were chosen: President, James J. O'Fallon; Vice-President, Alfred M. Britton; Secretary, Aylett H. Buckner; Assistant Secretary, S. W. Lomax; Directors, James J. O'Fallon, James H. Lucas, Alfred M. Britton, Samuel A. Hatch, William C. Sipple, Augustus McDowell, A. M. Wakerman, and A. B. Garrison. The first policy issued bore the date of June 12, 1868. In less than a year nine hundred and sixty-six policies had been issued, and one hundred and twenty thousand one hundred and seventy dollars and thirty-three cents received in premiums. In 1872 the capital was increased from one hundred and fifty thousand dollars to five hundred thousand dollars, and two years later, in January, 1874, it was again increased to one million dollars, and in February of that year the name was changed from Mound City to St. Louis. The company continued to transact a large and profitable business, and at the beginning of 1876 its assets amounted to seven million four hundred and six thousand eight hundred and fifty-two dollars and fifty-four cents. Subsequently the corporation went out of existence.

The old St. Louis Life Insurance building, at the northwest corner of Sixth and Locust Streets, is one of the handsomest business structures in the city. It is in the *renaissance* style, constructed after designs by George I. Barnett, architect, and the foundation is of

red Missouri granite, and the walls of cream-colored Missouri sandstone. The floors are constructed of brick arches supported by girders of iron, and the ceilings of the first floor and corridors are richly frescoed. The structure is fire-proof and supplied with all the modern conveniences.

THE GERMAN MUTUAL FIRE INSURANCE COMPANY was incorporated under the general insurance act of Missouri, Oct. 9, 1868, with a capital of \$300,000. Its surplus at the present time is \$67,055.16, and the income for the past year was \$22,381.19. The management from its inception has undergone comparatively few changes. Frederick Hill is president of the company, L. Ottenad is vice-president, and Henry Hiemenz is secretary. The board of directors is as follows: Jacob D. Hiemenz, F. Hill, Louis Ottenad, August Bohn, Jacob Gruen, August Gehner, Claude Juppier, Francis K. Krenning, Nicholas Berg, Christian Koeln, Henry Michel, and Charles Stumpf. The offices of the company are at the southeast corner of Market and Fifth Streets.

THE CARONDELET HOME MUTUAL INSURANCE COMPANY is located at 7005 South Main Street, and its officers during 1882 were John Krauss, president; R. J. Kilpatrick, vice-president; Charles W. Hoffmeister, secretary; and Bernard O'Reilly, treasurer; Directors, W. C. Plass, Venust Spindler, Daniel Paule, Abraham Herbel, John Krauss, R. J. Kilpatrick, and B. O'Reilly.

THE BOARD OF ST. LOUIS MARINE UNDERWRITERS, office 314 Chestnut Street, was organized Jan. 1, 1850, and was incorporated by act of Legislature on the 14th of January, 1860, the incorporators being James H. Hughes, George K. McGunnele, John McNeil, W. W. Green, W. D. W. Barnard, and B. M. Runyan. The object of the association is the "better preservation from loss or damage of property wrecked or stranded upon the navigable rivers of the State of Missouri." In the latter part of April, 1861, at the beginning of the civil war, George D. McGunnele, "president of the Board of Underwriters," announced that the insurance companies of St. Louis had adopted a special clause to "cover all future shipments, and to be attached to all cargo policies, as follows:

"Warranted, by the assured, free from claim or loss or damage arising from civil commotion, or from piracy, seizure, sequestration, or detention and overpowering thieves, or the consequences of any other hostile act of the government or people, person or persons of any State or States claiming to have seceded from this Union."

The companies also decided to cover the war clause by charging double rates net.

The officers of the board for 1882 were H. D. Mc-

Lean, president; J. A. Waterworth, vice-president; James Barnard, secretary, adjuster, and agent; and Silas Adkins, inspector of hulls.

INSURANCE EXCHANGE.—The Insurance Exchange building, situated at the southeast corner of Fifth and Olive Streets, was erected during 1869–70, after designs prepared by G. I. Barnett, architect. It is built of Chicago limestone in the Roman style of architecture, is five stories high, and is occupied by stores and offices.

ST. LOUIS BOARD OF FIRE UNDERWRITERS.—The present St. Louis Board of Fire Underwriters was established in May, 1872, but previous to that time similar organizations had existed.

On the 28th of September, 1866, a meeting of insurance men was held at the office of the Marine Board of Underwriters for the purpose of organizing a Board of Fire Underwriters. All the agencies and local companies were represented, and a constitution and by-laws were adopted. A committee consisting of George K. McGunnele, Samuel E. Mack,¹ and George D. Capen, appointed at a previous meeting, reported a tariff of rates which was a considerable advance over the rates previously in force. This action was taken in accordance with similar action on the part of the National Board of Underwriters, then recently organized in the city of New York, who asserted that "the experience of the past two years has demonstrated that there has been no profit in the aggregate business of fire underwriting throughout our country."

On the 6th of May, 1872, the present St. Louis Board of Fire Underwriters was organized, and by September of that year was in active operation. One of the first acts of the board was the selection of C. T. Aubin, civil engineer, for the purpose of surveying the buildings in the business section of the city, and obtaining the details of their construction,—the thickness of the walls, height of parapet walls, etc. Mr. Aubin completed his work in 1874, and presented to the board "a system of fixing adequate rates upon each building according to construction, starting with a moderate basis for standard buildings, and making additional charges for deficiencies and all inflammable goods contained therein."² The system having received the approval of the St. Louis Board,

¹ Samuel Ely Mack was prominently identified with the insurance interests of St. Louis for many years. He was a native of Westfield, Mass., and a son of Gen. Mack, of that State. In 1858, when the Home Insurance Company of New York transferred its general Western agency from Cincinnati to St. Louis, he was sent to St. Louis to supervise the Western and Southern business of that company, and soon took rank among the business men of the city. He died in December, 1866.

² Pictorial St. Louis, p. 95.

and subsequently of the National Board, went into effect on the 1st of July, 1875. The office of the board is at 508, Chamber of Commerce, and the officers for 1882 were J. A. Waterworth, president; A. C. Travis, vice-president; C. T. Aubin, secretary and surveyor; and William M. Lockwood, treasurer.

TELEGRAPH.

Notwithstanding the many impediments and embarrassments encountered by the projectors of the telegraph, its extension westward was wonderfully rapid. The first line in actual operation in the United States was established between Baltimore and Washington in 1844. It was completed and messages were transmitted on the 24th of May of that year, and a little over three and a half years later (Dec. 20, 1847) the lines connecting East St. Louis with the Eastern cities were finished. When we take into consideration the fact that telegraphy was as yet in its infancy, this feat deserves to be ranked with the great achievements of the age. The line between Baltimore and Washington was the creation of the general government; but the development of the telegraphic system in the West was due to the energy and unflagging zeal of one man, Henry O'Reilly, who after encountering many trials and discouragements succeeded in forming a stock company for the establishment of telegraphic communication between the great business centres of the East and Cincinnati, St. Louis, and other Western points. Mr. O'Reilly met with very little encouragement from the capitalists to whom he applied, finding it almost impossible to convince them that the telegraph would ever prove a paying investment; but, finally, having procured the necessary funds, he obtained control of the Morse patents from the Atlantic seaboard westward; Professor Samuel F. B. Morse, who owned them, having sought in vain to induce the general government to purchase them.

As early as 1837, Professor Morse petitioned Congress for assistance to enable him to demonstrate the value of his invention by constructing a telegraph line between Washington and Baltimore, but congressmen "ridiculed his invention as a mere chimera, and the bill was never called up." At the session of 1842, however, he renewed his application, and, mainly through the efforts of Hon. John P. Kennedy, of Baltimore, chairman of the House committee to whom the bill had been referred, Congress was induced on the 3d of March, the last day of the session, to pass an act appropriating thirty thousand dollars "to test the practicability of establishing a system of electro-magnetic telegraph in the United States." The

expenditure of the appropriation was intrusted to the Secretary of the Treasury, who appointed Leonard D. Gale and James C. Fisher assistants to Professor Morse. The original intention had been to lay the wires under ground in leaden pipes along the line of the Washington Branch of the Baltimore and Ohio Railroad, but the experiment proved a failure, and was abandoned after an expenditure of fifteen thousand dollars. Poles were then erected and a line of wire constructed mainly after the present method between the two cities. The first trial was made on the 9th of April, 1844. A message was sent a distance of six miles over the wire, which was of very indifferent construction, and an answer received "in two or three seconds." On the 7th of May the line was in full operation for a distance of twenty-two miles. "The fluid," we are told, "traversed the whole twenty-two miles and back again, making forty-four miles, in no perceptible part of a second of time. On Friday, the 24th of May, 1844, the line was completed, and the first telegraphic message was sent from Washington to Baltimore by Miss Annie Ellsworth, daughter of the commissioner of patents. This message was in these words: "WHAT HATH GOD WROUGHT!" The first message of the President of the United States to Congress ever transmitted over the wires was sent to the *Baltimore Sun*, May 11, 1846. Of the thirty thousand dollars appropriated by Congress for making the experiment, three thousand five hundred dollars remained unexpended.

About July 10, 1844, Professor Morse, with the concurrence of the Secretary of the Treasury, appointed Henry J. Rogers, of Baltimore, "the inventor of the American telegraph," assistant superintendent "of the line of electro-magnetic telegraph between Washington and Baltimore," with his office in the latter city. Mr. Rogers made many improvements in the telegraphic system, and was the inventor of the Rogers commercial code of signals, afterwards adopted by the United States and British governments. On the 15th of March, 1845, the first telegraph company was formed, with the name of "The Magnetic Telegraph Company," the object of the incorporators being to construct a line from Washington to New York, and in a little over a year (June 6, 1846) it was informally opened. It was not, however, in regular operation until several days afterwards.

About this time the war with Mexico commenced, Gen. Taylor having crossed the Rio Grande in May, and there was intense anxiety throughout the country for prompt and trustworthy intelligence from the scene of hostilities. News was received at Washing-

ton *via* the Southern mail, and telegraphed to Baltimore, Philadelphia, New York, and intermediate points. A Baltimore newspaper (the *Sun*), in order to obtain the war news at the earliest possible moment, established a "pony express" from the steamboat wharf to the telegraph-office in Washington. The desire to procure the promptest intelligence from the seat of war naturally suggested the extension of the telegraph system in the Southwest. During the previous year (April 8, 1845) the first Southern contract had been signed by Amos Kendall, agent for Professor Morse, with H. H. O'Callaghan, of the New Orleans *Crescent City*, for the extension of the line from Washington to New Orleans, Mr. O'Callaghan having established during the winter an exclusive private express on a portion of the Southern route, by means of which he was enabled to beat the United States mail twenty-four hours in reaching New Orleans, but it was reserved for Henry O'Reilly, aided by Assistant Superintendent Rogers, to construct a complete line of telegraph between the seaboard and the Mississippi.

Mainly through the efforts of Mr. Rogers, a number of Baltimore capitalists were induced to subscribe, and on the 12th of January, 1848, the American Telegraph Company was formally organized, the incorporators being H. McKim, Zenas Barnum, Moor N. Falls, William McKim, D. Pain, Josiah Lee, Henry J. Rogers, and George C. Penniman. The manager of the new company was Mr. O'Reilly, and the office was in the depot of the Baltimore and Susquehanna Railroad. Some time previously, however, the construction of a line between Baltimore, York, Columbia, and Harrisburg, Pa., had been commenced. Another company, known as the Western Telegraph Company, was organized Nov. 11, 1848, with John F. Pickell, president; Thomas J. McKaig, treasurer; and Howard Kennedy, secretary and superintendent. The lines extended from Washington to Frederick, Md., and thence to Wheeling, Va., Pittsburgh, Pa., Louisville, Ky., Cleveland, Ohio, and from these points to the South and Southwest. Prior to the organization of the above companies the lines westward had been constructed, and the first telegraphic dispatch received in Baltimore from the West reached that city from Cincinnati on the 20th of August, 1847, by way of Philadelphia.

Henry O'Reilly, to whom the people of the West are primarily indebted for the extension of the telegraph, was a native of New York, and was a printer's apprentice about the time that Horace Greeley and Thurlow Weed were learning the rudiments of the craft. Subsequently he was employed in the editorial

department of various newspapers printed in New York City, Albany, and different points in the western portion of the State. At that early day the mails were transported by canal, and Mr. O'Reilly often met the canal-boat, received his package of Eastern newspapers, and hurried back on his horse to give his readers "the latest intelligence." He subsequently removed to Rochester, where he established the *Daily Advertiser*, the first daily newspaper between the Hudson River and the Pacific coast, and while pursuing his vocation in Western New York strenuously urged the enlargement of the Erie Canal, and incidentally attacked the inefficient management of the State authorities with great force and vigor. The first call, issued by Murray Hoffman, for the State Constitutional Convention of 1846, was brought about by him. In company with one other gentleman, Mr. O'Reilly "held a meeting, organized, passed resolutions, and then waited upon Mr. Hoffman as a delegation, asking his acceptance of the post of leader." Mr. Hoffman consented and wrote the declaration of wants, "and so carefully was the matter conducted by Mr. O'Reilly, that the first intimation the 'regency' had of the uprising was the pouring in of the journals from all parts of the State filled with glowing articles on the new movement."

Mr. O'Reilly was keenly alive to every public improvement, and when the permanent success of the Morse telegraph was demonstrated, he was among the first to appreciate its wonderful possibilities. About this time, as previously stated, the Morse patentees were endeavoring to sell the exclusive right to that invention to the United States government, the price being fixed at one hundred thousand dollars. Congress, however, delayed action on the proposition, and in the mean time a contract was closed with Mr. O'Reilly and others, giving them the right to put in operation the Morse patents from the seaboard westward. The contract was general in its character, and the franchises conferred were extremely valuable. It covered not only the original patent to Morse, but all subsequent improvements. Mr. O'Reilly was not a practical electrician, but he went to work with an energy and determination which were finally crowned with success. He had been informed by experts that to cross rivers with the electric current it was only necessary to sink a copper plate on each bank. He followed their directions, but discovered that the copper plates were practically worthless, and substituted for them great poles or masts and stretched the wire from one to the other across the stream. The Morse patentees considered copper the best material for the wires, but finding that No. 16 copper wire was so

ductile that when wet it "sagged" down between the poles low enough to catch pedestrians under the chin, he replaced it with iron wire, and, in fact, was the first person to use iron for that purpose. He introduced many other improvements, and was not deterred by obstacles which must have disheartened a less resolute man. His experience with capitalists was anything but encouraging. "Jacob Little, then king of Wall Street, told the canvasser that the telegraph was a chimera, and put his name down for one hundred dollars as a matter of charity. Banks refused to lend a dollar on the security of 'a bit of wire,' and it was only by his personal enthusiasm that Mr. O'Reilly was able to get money enough to put his lines up." The first section was from Harrisburg to Lancaster, Pa., and when this line was at last in successful operation, capital became less coy and the necessary funds were soon obtained for completing the line to Pittsburgh. This was done during the winter of 1846-47, and the working parties suffered great hardships from cold and exposure during their passage over the Alleghenies. On the 1st of January, 1847, a message was flashed over the wires from Philadelphia to Pittsburgh, and on the 20th of August in the same year Cincinnati was placed in telegraphic communication with Philadelphia and other points in the East. On the 18th of September, 1847, the *St. Louis Republican* made the following announcement:

"An effort is now being made to test the practicability of connecting St. Louis with the Eastern cities and New Orleans by means of the magnetic telegraph. Mr. O'Reilly, who has recently constructed and put into operation the line from Pittsburgh to Cincinnati and Louisville, and is forming a connection with his lines along the lakes, and is also rapidly extending the line from Louisville *via* Nashville to New Orleans, proposes to give the citizens of St. Louis the benefit of this lightning speed by the first week in December, provided they will take from twenty thousand to twenty-five thousand dollars stock in that line, say from Louisville or Indianapolis to this city."

On the 11th of November following it said,—

"We are informed on reliable authority that Mr. O'Reilly is rapidly progressing with the construction of the telegraph in this direction. It is now completed and in operation to Vincennes, and it is expected that the wires will be put up and the communication completed from Louisville to the east bank of the Mississippi in the month of December."

On the 26th of the same month a meeting in aid of the enterprise was held at Mechanics' Hall. "The attendance," remarks the *Republican*,

"was large, but not so large as we think the importance of the occasion should have called forth. We are really surprised at the apathy and indifference which a large portion of our merchants and men of business evince towards measures which are almost exclusively for their own benefit. Col. Robert Campbell was called to the chair, and John J. Anderson appointed secretary. Judge Ellis, of Vincennes, one of the trustees of the

subscribers for the stock, made several explanations concerning the manner of taking the stock, how it was held, etc., after which Mr. O'Reilly addressed the meeting in explanation of his contracts, the extent to which he had carried his lines, their connection, their influence, and the purposes he had in view. A committee of five, consisting of Messrs. McGunneagle, Simonds, Rosier, Clarke, and Yeatman, was appointed to wait upon the citizens to procure subscriptions."

The President's message, delivered to Congress Dec. 6, 1847, was transmitted from Philadelphia to Vincennes by telegraph, and thence by "pony express" to St. Louis.

On the 8th of the same month announcement was made that the subscriptions for stock in the "St. Louis and Louisville Telegraph Company" would be closed "until Thursday, at least until trustees are elected and they shall determine what further measures are necessary." Three days later (Dec. 11, 1847) the *Republican* congratulated Mr. O'Reilly and Mr. Moore, agent of the mail contractor, on the speed and accuracy with which the President's message had been delivered at St. Louis. The time occupied in the transmission was three days. The message was sent to Congress on Tuesday, and the telegraphing from Philadelphia to Vincennes and intermediate cities commenced at seven o'clock on Tuesday evening and was concluded at a quarter before nine P.M. Wednesday. An interruption of several hours occurred, owing to derangement of the wires between Louisville and Cincinnati. When the operators were through with the message they were so exhausted that they refused to transmit any more telegrams.

The *Republican* pronounced the feat to be "one of the greatest triumphs of the age." From Vincennes to St. Louis, between which points there was as yet no telegraph line, the message was transmitted by a special express organized by Mr. Eastman, of Eastman's line of stages, and the "senior editor [of the *Republican*] went to Vincennes to receive the copy and bring it to St. Louis." Including stoppages and delays, the time of transmission by telegraph from Philadelphia to Vincennes was twenty-six hours and fifty minutes; the time actually employed, about nineteen hours. The "pony express" left Vincennes for St. Louis shortly after eight o'clock A.M., and reached Belleville, about one hundred and twenty-five miles, in twenty-four hours and fifty minutes. The message "was placed in the hands of our compositors, and in two hours and a half it was in type, and in a few minutes afterwards was delivered to thousands of people." The *Republican* was the only paper in St. Louis to receive the message by telegraph.

On the 18th of December the *Republican* an-

nounced that the posts and wires had been erected as far as the east bank of the river, and that in a short time the connection with the city proper would be established. A trial of the wires from the point of completion on the Mississippi to Vincennes was made, and resulted satisfactorily. Two days later (Dec. 20, 1847) the same paper informed its readers that "the most extraordinary undertaking of the age, the completion of a line of communication by magnetic telegraph from the Atlantic cities to the east bank of the Mississippi," had been accomplished. The time consumed in the work of construction was less than eighteen months. The company's offices were located on the third and fourth floors of the St. Louis Insurance Office, at the corner of Olive and Main Streets, and it was announced that business would be transacted there as soon as the wires were extended across the river to the city. In the mean time an office was established in a house in the upper end of East St. Louis, and messages were transmitted thence to Eastern points. On the 20th of December the regular operation of the line commenced, and the *Republican* announced that in a day or two it would begin the publication of the proceedings of Congress and all important events transpiring in the East, "almost to the very moment of putting the paper to press." On the 22d the *Republican* published the following:

"Dispatches by telegraph for the *Republican*."

"LOUISVILLE, December 21st, 9 P.M."

"W. N. Haldeman's respects to the St. Louis press, and congratulates them on the crowning feat of Henry O'Reilly's enterprise, the instantaneous communication of the Mississippi with the Atlantic.

"The river here has fallen two feet. It came within eight inches of the flood of 1832. The weather is cold. No news this morning. Chancellor Kent died on the 13th inst.

"(This is the only dispatch from Louisville, and we have nothing from the Atlantic cities. The flood has deranged the wires between Madison and Cincinnati, and communication by telegraph is cut off; but still we ought to have later dates from New York and Philadelphia, if there was not some defect on a more distant part of the line. Nothing is said of the foreign news.)"

On the 10th of January, 1848, telegraphic communication was established between the cities of St. Louis and Alton by the indefatigable O'Reilly, who announced his intention, in view of the approaching completion of the Illinois and Michigan Canal, to extend the line to Galena and Chicago. About this time Mr. O'Reilly began what was destined to be a tedious and only partially successful series of attempts to introduce the telegraph into the city of St. Louis. He proposed to do this by erecting two lofty poles on either bank of the river and stretching the wire across from one pole to the other. One of these poles was

erected in front of the St. Louis Insurance office, and a large lamp was placed on top of it to serve as a beacon for boats on the river and "for persons traveling by night." On the 24th of January the *Republican* stated that an unsuccessful attempt had been made to extend the wire from Bloody Island to the western shore. When near the shore the reel got fast and the wire broke.

On the 30th of January the citizens of St. Louis tendered Mr. O'Reilly a public dinner in testimony of the energy and skill with which he had prosecuted the construction of the telegraph from the East to St. Louis. The letter of invitation was as follows:

"To HENRY O'REILLY, Esq.:

"SIR,—The undersigned, citizens of St. Louis, as a slight testimonial of their sense of obligation for the efficiency and perseverance displayed by you in the extension of the telegraphic line to this city, and for the very favorable estimate they have formed of you personally, beg leave to tender to you a public dinner at such a time as may suit your convenience.

"John O'Fallon, Helfenstein, Gore & Co., J. E. Yeatman, Berthold, Ewing & Co., John Simonds, William T. Reynolds & Co., G. K. McGunegle, John J. Anderson & Co., Luther C. Clark, Kenneth, McKenzie & Co., G. K. Budd, Smith, Brothers & Co., T. H. Larkin, P. Chouteau, Jr., & Co., U. Rasin & Conn, Wilson & Brothers, Keith, Ray & Co., Samuel Trent, G. Matthews & Brother, Houseman & Lowry, W. Barton, J. Lemon, Charles P. Chouteau, Thomas T. Gantt, T. B. Dutcher, S. M. Bay, King & Fisher, Bryan Mullanphy, Anderson & Conn, John M. Wimer, W. W. Greene, Bogy & Miltenberger, Chouteau & Vallé, John M. Krum, Carson & Voorhies, William Milburn, Roe & Kercheval, Kirtly & Ryland, Henry Von Phul, Keemle & Field, A. Miltenberger, Peake & Baker, James Bryan, John R. Hammond, Lawrason Riggs, M. L. Clark, Robert Campbell, D. D. Mitchell, B. B. Dayton, James B. Clendenin, Lyman Farwell, J. C. Tevis, L. A. Benoist & Co., Edward Tracy, H. S. Geyer, D. H. Armstrong, Thomas O'Flaherty, Henry M. Shreve, George Knapp, C. Ladew & Co., Jesse Woodruff, Ferd. Kennett, Wayman Crow, Leslie & Lord, John O. Agnew, N. E. Janney, H. MacShane, M. Blair, Sproule & Keys, Francis P. Blair, Jr., Patrick Gorman, A. P. Ladew & Co., Bermhoud & Son, James H. Lucas.

"ST. LOUIS, Jan. 30, 1848."

Mr. O'Reilly replied as follows:

"ST. LOUIS, Jan. 31, 1848.

"GENTLEMEN,—I have already participated so largely in your hospitalities, and have been honored with such manifestations of your confidence in connection with the enterprise which has excited your attention, that no formal testimonial of your kindness, such as you now propose, could impress me more deeply with a sense of indebtedness for your favor, and while I would rejoice to participate in the festivities with which you propose to commemorate an event that you consider of public importance, circumstances compel me respectfully to decline your proffered invitation."

On the 8th of February the following notice was published in the St. Louis papers:

"TO THE PEOPLE OF MISSOURI, WISCONSIN, AND IOWA :

"I deem it my duty to give you notice that the claim of Henry O'Reilly to construct and use Morse's telegraph on any line in any direction beyond St. Louis is utterly fraudulent. He has no such right, and never had. Equally fraudulent are his pretences that he has other systems which he can use besides Morse's. They are either pure humbugs or direct violations of Morse's patents. His object is to fill his pockets with your money, and then leave you exposed to lawsuits and triple damages in the United States courts for violating Morse's patents. If any of your towns and villages want a telegraph, they can get it without the danger of lawsuits or damages by application to the undersigned at Washington City, or to William Tanner, Esq., Frankfort, Ky., or to Josiah Dent, Esq., St. Louis, Mo. AMOS KENDALL, *Agent for Proprietors.*

"LOUISVILLE, Jan. 24, 1848."

Thus was inaugurated a contest which resulted in a long and expensive litigation. O'Reilly became involved in lawsuit after lawsuit with the Morse patentees, and after a stubborn resistance was forced to yield. His Western telegraph franchises were transferred to a combination of capitalists, who organized the Western Union Telegraph Company, which has since absorbed a number of similar enterprises, until now it has become one of the great telegraphic corporations of the world, its lines radiating in every direction throughout the United States. During his control of the Western franchises O'Reilly constructed about eight thousand miles of line. Comparatively little, if any, of the original line remains, as it was crudely and hastily built, and has long since been replaced by a more reliable system of wires. O'Reilly was impoverished by his lawsuits, and for a number of years held the position of store-keeper in the New York Custom-House, from which he retired in 1878 at the age of seventy years. His chief occupation in recent years, aside from his official duties, has been the revision and classification of his papers for the use of the future historian of telegraphy in the United States. His memoirs, exhibits, papers, and books, in print and manuscript, number one hundred and fifty volumes, and are now in the collection of the New York Historical Society. On one occasion, after his removal from the custom-house, Mr. O'Reilly, it is stated, said,—

"I seek now only a quiet retirement, and would prefer to keep entirely out of the public view, but when the real history of the discovery and the development of the telegraph system of this country is written many misplaced honors will fall away from those who have won them."

On the 14th of March, 1848, the *St. Louis Republican* congratulated its readers on the fact that the wires would be brought across the river "this week." Two tall masts, it added, "have been erected, each about one hundred and seventy-five feet high, one on

the bank of the river in the water-works lot, and the other on Bloody Island opposite. The span at this place is considerably less than where the original attempt was made to carry it over the river."

On the 20th and 21st of the same month meetings of the stockholders of the "Louisville, Vincennes and St. Louis Telegraph Company" were held for the purpose of organizing under a charter granted by the Indiana Legislature. A temporary organization was effected in order to enable Mr. O'Reilly to transfer the lines to the company previous to his contemplated departure from that section of the country. The following were chosen temporary directors: Henry O'Reilly, William Bratch, George T. M. David, Samuel Wise, Sanford J. Smith, William R. McCord, John Ross, Thomas Bishop, A. T. Ellis.

The directors subsequently met and completed the organization of the "Ohio and Mississippi Telegraph Company" by electing the Hon. A. T. Ellis president, John Ross secretary, and Sanford J. Smith treasurer. The transfer of the line between St. Louis and Louisville, as also of the extension from Illinoistown to Alton, was then made by Mr. O'Reilly to the company. Steps were also taken for the engraving of appropriate certificates for stock.

During a heavy gale on the 4th of May, 1848, the tall mast near the shot-tower, upon which the telegraph wire was suspended, was blown down, and the operation of the telegraph interrupted. In consequence of this accident the company was forced to resort to the old system of sending the messages across the river, and transmitting them from Illinoistown. On the 1st of June following it was announced that the line of O'Reilly's telegraph had been extended from St. Louis to Springfield, Ill., and that in a short time it would be completed to Peoria, Chicago, Galena, Quincy, Burlington, and other important towns on the Illinois and upper Mississippi. The announcement of the completion of the line to Springfield was accompanied by the following dispatch from the editors of the *Springfield Register* to the editors of the *St. Louis Republican* :

"SPRINGFIELD, ILL., May 31st.

"The editors of the *State Register* shake hands with the editors of the *Republican*, with a slight variation, as the preacher said about the creation of women. Strike out Whig candidates and insert Cass and Butler and we are with you, but whatever the result may be, we hope always to remain friends."

On the 12th of August, 1848, the telegraph was completed to Dubuque, Iowa, and on the 19th of January, 1849, notice was given that O'Reilly's line of telegraph had been opened through from Louisville to New Orleans "day before yesterday,"—*i.e.*, on the

17th; that dispatches had been received at St. Louis from Baton Rouge, and that it was expected that dispatches would be received direct from New Orleans in a very few days. On the 21st of March, 1850, telegraphic communication was opened between St. Louis and Cape Girardeau. This was the last northern link on the St. Louis and New Orleans telegraph. On the 22d of the following month, April, 1850, Henry O'Reilly invited the attention of the people of St. Louis to a scheme for constructing a telegraph from St. Louis to San Francisco. Mr. O'Reilly declared that he would ask no aid from the government, except in building stockades at intervals along the line to serve as telegraph stations, and for the protection of immigrants and the property of the telegraph company. One of the arguments advanced in favor of the project was that the stockades would form the nucleus of settlements for the supply of persons traveling to and from California. On the 27th of July of the same year a telegraph line from St. Louis to New Orleans was completed under the direction of Mr. O'Reilly, and dispatches passed over the wires between the two cities. It was known as O'Reilly's or the "People's Line of Telegraph."

The use of masts for supporting the telegraph wires across the Mississippi River having proved unsatisfactory, it was determined on the 23d of September, 1850, to lay wires cased in gutta-percha at the bottom of the river from Bloody Island to the St. Louis shore. The work was completed by the 7th of October, and the telegraphic instruments were removed from East St. Louis to St. Louis. The submerged wire was found to be a marked improvement on the system previously in use. In the *Republican* of October 8th the announcement was made that the wire for Morse's Southern telegraph had been suspended across the Mississippi, and that "the 'Bostona' passed under it with the greatest ease." In the summer and fall of 1850 the work of extending the telegraph from St. Louis to St. Joseph, Mo., was actively prosecuted by T. P. Shaffner & Co., and on the 8th of October it was announced that the posts for the line had been put up to within thirty miles of Jefferson City. On the 4th of October, 1851, a telegraph-office was opened at Weston, and it was announced that the line would be completed to St. Joseph in the course of a week or two. Wade's telegraph line from Cincinnati to St. Louis, by way of Indianapolis, Terre Haute, and Alton, was completed during the same year to the east side of the Mississippi opposite St. Louis, and it was announced that "gutta-percha wire upon a new principle would be immediately laid across the river."

On the 6th of December, 1851, the *Republican* mentioned that the delay and inconvenience to which the Morse Telegraph Line had been subjected at Cape Girardeau had been remedied by the use of gutta-percha wire across the river at that place. "Messages can now be sent without interruption at that point to Nashville, and from thence to New Orleans by one line, and to Louisville and all the inland and Atlantic cities by other connected lines." In the same issue of the paper appears a notice of a "sumptuous supper" with which the O'Reilly Telegraphic Lines "celebrated their triumph last Thursday night in successfully crossing the river." This celebration marks the third attempt to solve the problem of safely transmitting telegrams across the Mississippi. Two wires belonging to the Northern and Eastern O'Reilly Telegraph Companies, as the corporations were styled, were successfully laid across the river above Bissell's Ferry landing, and the connection with the lines on either shore was soon perfected. For nearly four years the company had been experimenting in the hope of securing a permanent submarine telegraph. It never quite succeeded, but to St. Louis probably belongs the honor of having first utilized, with comparatively satisfactory results, the gutta-percha wire for laying telegraph cables below the surface of the water. The idea of a submarine telegraph was not a novel one, the electrician Salvá having, it is said, suggested as early as 1797 that a line be laid between Barcelona and Palma, in the island of Majorca.

On the 18th of October, 1842, Professor Morse laid a copper wire, insulated by means of a hempen strand coated with tar, pitch, and India rubber, from Governor's Island to the Battery, N. Y., and next morning was beginning to receive messages over it, when the wire became entangled in the anchor of a vessel and was hauled on board. In 1843, Samuel Colt laid a submarine cable from Coney and Fire Islands at the entrance of New York Harbor up to the city, which was operated with success. On the 28th of December, 1844, at Washington, D. C., Mr. Colt exhibited a submarine battery, of which he was the inventor, and succeeded in exploding several of his "combustible substances" at a considerable distance under water. He proposed to the government to permanently fortify any harbor by this means at a cost not exceeding that of a steamship of war. In 1845 gutta-percha became an article of commerce, but its insulating qualities had not then been discovered. In that year Professor Morse attempted to insulate a wire with a composition of beeswax, asphaltum, and cotton yarn, and failed. In 1848, Ezra Cornell and

Professor Morse endeavored to lay a cable across the Hudson River to Fort Lee, by the use of a mixture of asphalt and hemp, and afterwards strung the wire with glass beads and inclosed it in a lead pipe, but without success in either case. Professor Faraday first made public the insulating properties of gutta-percha in 1848, and the first submarine telegraph thus insulated was laid across the Rhine from Deutz to Cologne by Lieut. Siemens, of the Prussian Artillery. On the 22d of November, 1847, some months before Faraday's patent was granted in England, George B. Simpson drew up an application for a patent for the insulation of telegraph with gutta-percha. It was filed in the United States Patent Office in January, 1848, more than a month before Faraday's announcement. In November, 1848, Simpson exhibited his invention at the Washington Hall Fair in Baltimore, where it was tested and found successful, and received the unanimous commendation of the press of that city. As early as December, 1847, he had exhibited his invention to the late Amos Kendall and F. O. J. Smith, in Cincinnati. His patent was rejected by the Patent Office in 1850, and a long litigation ensued, which resulted in Simpson's favor in 1867, shortly before his death.

H. W. Cleveland, an assistant of Professor Morse in the Baltimore office, invented a submarine telegraph in April, 1847, which he tested across the bed of the stream at Gunpowder River drawbridge, between Baltimore and Havre de Grace, and it was eminently successful. In 1850 a copper wire covered with gutta-percha was laid from Dover to Calais by the electrician Brett. It was in the same year that the first submarine wire was laid across the Mississippi.¹

¹ Following are the *St. Louis Republican's* accounts of various attempts to overcome the difficulties in the way of maintaining constant communication with the eastern bank of the Mississippi:

"In October of last year a wire was sunk from the shore, near the termination of the Biddle Street sewer, to the opposite side. This wire had been first insulated with gutta-percha, and afterwards placed at distances of every thirty feet in leaden cylinders eleven inches long by four inches in diameter, and weighing each about twenty-five pounds. These cylinders, the manufacture of Mr. E. W. Blatchford, while partially protecting the wire, afforded great resistance to the current, and weighed the wire securely to the bed of the river. In this manner the line had worked well for a time, when the agents of the city, in prosecuting some work on the Levee, broke the wire. It was taken up and the damage repaired, but a second accident again put a stop to its usefulness. Several plans of sub-river telegraphic connection were afterwards considered by the directors and agents of our companies, but the dangers of a swift current, of snags continually appearing, and the large quantities of sediment continually shifting its locality made it difficult to suggest one adapted to every emergency. The one finally adopted

Early in November, 1852, the stockholders of the St. Louis and Missouri Telegraph Company elected the following officers:

and put into use yesterday appears the best calculated for effective resistance to every obstacle, and will, we trust, afford a reliable means of communication. It is this: A wire of the ordinary size is encased in three heavy coats of gutta-percha, and the whole protected with a sheeting of lead—continuous, and water- and air-tight—a little less than the eighth of an inch in thickness.

"To cross the river twice at the point mentioned required six thousand five hundred and seventy feet of gutta-percha wire, allowing eighteen hundred feet for the irregularities of the bed of the river, drifting, etc. Mr. Blatchford encountered many serious and annoying difficulties in the accomplishment of his task, by the breakage of dies, etc.; but after an assiduous application he finally succeeded in manufacturing the whole. The lead sheeting was turned out in pieces sixty feet long, and afterwards turned and soldered on the gutta-percha and secured together. The weight of the whole when finished was ten thousand pounds.

"The wire was placed on a ferry-boat, and at an early hour in the day taken to the north end of the city, to be laid under the direction of Mr. J. N. Alvord, superintendent of the 'Ohio and Mississippi' Line, Mr. C. F. Johnson, of the 'Illinois and Mississippi Company,' and Mr. Blatchford. Numerous doubts existed as to the practicability of running the wire on the plan proposed, but the result has set them at rest. One end having been secured to the Missouri shore, the process of laying the first line commenced precisely at twelve o'clock, and was terminated at sixteen minutes past twelve. The boat then returned, and the second line was laid in precisely twelve minutes, no obstacle whatever having been experienced either time, and a little over three-fourths of the wire only having been used. To assure themselves that the wires had sustained no injury in depositing it, Mr. Alvord and Mr. Johnson, in the afternoon, communicated with them from the opposite shores with perfect success.

"The operators on the Northern and Eastern Telegraphic Lines have received and sent their reports to Illinoistown for the past ten months. The difficulty of sending or receiving reports after night has proven an annoyance to every one. It is expected, and certainly it is much hoped, that this inconvenience is entirely removed."—*St. Louis Republican*, Dec. 5, 1851.

"The first lines that were constructed to this city were suspended across the river by the erection of high masts, but owing to the distance from shore to shore and consequent weight of the wire between the masts, they were constantly breaking from sleet, storms, and even by birds alighting thereon in great quantities. This plan has then, owing to its imperfection and expense, been abandoned, and the lines were laid across the bed of the river by wire insulated with gutta-percha, and sunk by means of leaden weights. This, too, soon failed, and at the time Mr. A. Wade came to the city for the purpose of finishing the Cincinnati and St. Louis line, all our telegraphing was done on the Illinois side and brought across by ferry. Since that time, however, there have been two wires laid across the river by the O'Reilly Telegraph Company, insulated with gutta-percha, and then inclosed in lead pipes, but from some unknown cause one of them has already failed.

"Amid all these discouraging circumstances Mr. Wade has devised and executed a plan which, in the opinion of scientific men and those best acquainted with telegraphing, will prove as effectual in resisting every obstacle with which it may have to

Isaac M. Veitch, president; John W. Morris, secretary; Directors, T. P. Shaffner, G. B. Allen, John How, S. H. Laffin, E. K. Woodward, St. Louis; E. B. Cordell, Jefferson City; William H. Trigg, Boonville; Robert Aull, Lexington; William McCoy, Independence; Hon. Sol. P. McCurdy, Weston; E. Livernore, St. Joseph.

In 1859 a new cable was laid across the Mississippi. "The Western Union Telegraph Company," says a St. Louis paper of August 22d of that year,

"some time since deputed Mr. Ed. Creighton to superintend the making and laying of a new electric cable across the Mississippi River at this point. The cable is now finished, and will be laid to-morrow. . . .

"Formerly a wire was stretched from a very tall pole on the island, but there were frequent accidents, which rendered communication uncertain and irregular. The flood of 1852 washed down the giant mast on the island, and since that time suspension wires have been abandoned and subaquatic cables substituted. But here, too, were obstacles to be met, for the impulsive current of the Mississippi presented difficulties in the way of telegraphic intercourse between this city and the opposite shore which have never to this day been overcome successfully. A great many cables have failed from breaking, loss of insulation, etc., and this sometimes after but a few months—sometimes weeks—service. Mr. Creighton thinks he has made a cable which will now withstand the force of the rushing waters and endure for years.

"The cable to be paid out to-morrow is manufactured of four pieces of the Atlantic cable purchased of Tiffany, New York, . . . together with twenty-one strands of No. 9 iron wire, and all securely bound every six inches with the same (No. 9). Each piece of the Atlantic cable has fifty-six strands of wire, so that in the present cable there are two hundred and forty-five wires. Two miles of the Atlantic cable are used in the Mississippi 'cord,' and the whole length of the latter is two thousand six hundred and fifty feet. Its diameter is something over two inches. The total weight is five tons and a half, and the cost is about three thousand dollars. It is now coiled in an immense

contend as it has thus far proved perfect in its working, and if so, must supersede all others now in use. . . . A No. 9 wire of the best quality, well connected and annealed, is covered with several coatings of gutta-percha to the thickness of about three-fourths of an inch. To protect this from driftwood, snags, floating ice, sand, chafing against rocks, and other like causes, the whole outer surface of the gutta-percha is covered with No. 10 annealed iron wire, running parallel with and confined thereto, in a round cable formed by iron-wire bands, within six or eight inches of each other, the whole weighing about eight thousand pounds to the mile, and possessing a strength equal to a three-quarter inch bar of solid iron.

"Great care has been taken to give to the outer wires the greatest tension, so as to protect the gutta-percha from any sudden wrench or strain. This cable is laid so as to touch the bed of the river in any part, and in such a way that should the channel become deeper at any one place than it now is, it will settle to the bottom.

"It is imbedded in the earth at each shore to the depth of six feet, extending from extreme low-water mark to a pole two hundred feet distant, where the inside wire alone is connected with the main wire of the line, while the outside wires are firmly attached to the pole. The length of this cable is but little over half a mile, and upwards of ten miles of wire were used in its construction."—*St. Louis Republican*, Dec. 20, 1852.

reel, and will be stretched by one of the Higgins ferry-boats, the termination on this side being near the foot of Biddle Street."

In the early part of 1859 a few gentlemen of St. Louis formed an association for the purpose of extending the then existing line running westward from St. Louis, and also for the purpose of building other lines with the view of inducing the California trunk lines to converge at St. Louis. This enterprise finally became of sufficient importance to justify the formation of an incorporated company. A charter was granted by the Legislature which was very liberal in its provisions. It had fifty years to run, and permitted a capital stock of a million dollars. The style of the company was the "Missouri and Western Telegraph Company," which was formed for the purpose of "building, buying, leasing, maintaining, and operating a telegraph line or lines west of the Mississippi River."

Messrs. S. H. Laffin, J. H. Lightner, A. C. Goddin, Charles M. Stebbins, J. H. Wade, Isaac R. Elwood, and Anson Stager, the persons named as the corporators of this company, met at the Planters' House in August, 1860, and perfected their organization by the election of Charles M. Stebbins, of St. Louis, president; Edward Creighton, of Omaha City, general agent; and R. C. Cloury, of St. Louis, secretary and superintendent.

This company absorbed the "Missouri River Telegraph Line," extending from St. Louis to Kansas City; the "Kansas Telegraph Line," extending from Kansas City through Leavenworth and Atchison to St. Joseph; and the "New Line," finished a short time before to Springfield, Mo. It had already raised nearly enough money to complete a line to Omaha City and Council Bluffs. It owned the exclusive right to use the Morse, Hughes, and House telegraph patents in all of Missouri south of the Missouri River, in all of Kansas Territory, and in all of Nebraska Territory south of the Platte River, with the right to extend to Sante Fé, Fort Smith, St. Joseph, Omaha City, and Council Bluffs.

On the 30th of May, 1865, the "United States Telegraph Line" commenced operating at the Merchants' Exchange.

In 1879 the American Union Telegraph Company was incorporated, and began operations in St. Louis as an auxiliary to the Baltimore and Ohio Railroad telegraph system. In 1881 the corporation was absorbed by the Western Union Telegraph Company, since which time the Baltimore and Ohio Railroad Company has been conducting a telegraph business on its own account. It has a large number of offices at the principal business points of the city, and has lines

in successful operation running to all the leading cities of the world.

UNITED STATES MAILS, POST-OFFICE, AND CUSTOM-HOUSE.

At the time of the transfer of Louisiana to the United States the mail facilities of the then French village of St. Louis and its modest neighbor, Vide Poche (or Carondelet), were quite inconsiderable. A weekly pair of saddle-bags from the East, that had run the gauntlet of the Indian tribes of the Northwest, brought New York and Philadelphia letters and papers from one to six months old. To the west of St. Louis the mail was mostly transported in the hats and breeches-pockets of hunters, trappers, *courriers du bois*, and occasional immigrants from Kentucky going into the central portions of Missouri. For many years the largest portion of the letters for people in central Missouri were brought by travelers or explorers, generally directed to some one in the "Boone's Lick country," and were stuek up in the bar-room or some log tavern to be called for by the owners. As the "Boone's Lick country" embraced a territory equal in size to some of the smaller States, it was esteemed a fortunate chance if a letter reached the person addressed. After remaining stuek up and uncalled for for a number of months they were considered "dead letters," and settlers in the neighborhood who were anxious to get news from their old homes in Kentucky would peruse them for the benefit of whom they might concern. The delays and disappointments occasioned by the lack of a regular mail system were naturally a source of much inconvenience, and long periods elapsed—quite frequently many months—before a reply could be obtained from any distant point. Such was the gay, contented character of the French residents, however, and such their happy, careless abandon, so thoroughly absorbed were they in the occupations, interests, and amusements of their comparatively isolated frontier life, that delays which in our day and generation would be considered altogether monotonous and unbearable were tolerated by them not always with patience, to be sure, but with a mild and good-humored resignation. The introduction of saddle-bags as a means of transporting letters was a noteworthy innovation, and was hailed as a marked advance in providing facilities for postal communication. When the transfer to the United States, however, had been effected, the new government at once proceeded to establish a regular mail service for St. Louis and other important points in the newly acquired territory, and post-offices were speedily established at St. Louis, St. Charles, and Ste. Genevieve. From 1804 until about 1823 there was only one mail line from St.

Louis to Philadelphia, running through Cahokia, Vincennes, New Albany, Louisville, Limestone (now Maysville), Wheeling, Pittsburgh, and Chambersburg, the two latter places in Pennsylvania. The distance traversed from St. Louis to Chambersburg was ten hundred and fifty miles, on which portion of the route the mail was carried on horseback, and from St. Louis to Philadelphia the distance was about twelve hundred miles. Between Chambersburg and Philadelphia there was a stage line making two trips a week.

There were two mails a week from Philadelphia to Pittsburgh, and one mail a week from Pittsburgh to the Western settlements. Letters from the East and from Europe were respectively six weeks and three months in reaching St. Louis. In 1804 a turnpike had been built between Philadelphia and Lancaster, Pa., a distance of sixty-five miles, and a few years later it was finished to Harrisburg. In 1819 it was extended to Pittsburgh, and for a long time was the only turnpike that crossed the Alleghenies. As the building of this and other great highways progressed there was of course a corresponding improvement in the transportation of the mails, which was still further accelerated by the introduction of steamboats on Western waters. At first steamers were six weeks in making the trip from Louisville to St. Louis, but as early as 1825, such had been the progress made in steam navigation that a letter could be sent from St. Louis to Philadelphia in twenty days. Subsequently the time was reduced to fifteen days. After the National road had been completed to Columbus, Ohio, and graded to Indianapolis, stages ran through from St. Louis to Philadelphia in ten days, and this was the most rapid transit prior to the introduction of railroads.

The first postmaster at St. Louis was Col. Rufus Easton, who was appointed Jan. 1, 1805, and held the office for ten years. Col. Easton was a prominent and influential citizen, and represented the Territory as a delegate in Congress from 1814 to 1816, succeeding Edward Hempstead. By the regulations of the postal department, Col. Easton was required to publish a quarterly statement of letters which remained unclaimed in the post-office, and until the establishment of the first newspaper in 1808 he posted a written notice, giving the quarterly list of unclaimed letters, on the post-office door. On the 2d of August, 1808, the following list was advertised:

"A list of letters remaining in the post-office at St. Louis, quarter ending June 30, 1808: James Ashley, Charles Applegate, William Bradley, William Bonham, James W. Coburn, John Chitwood, John Calaway, William McDaniel, John Davis, Samuel H. Dunn, Cornelius R. French, Samuel Gibson, Lieut. Daniel Hughes, Philip Leduc, Jacob Horine, John Mullanphy,

Philip Miller, Robert Owens, Louis Pre Pillet, Joseph Perkins, William Rodgers, George G. Rooney, Hannah Radcliffe, Moses Riddle, Messrs. Raugh & Ermatinger, Antony Sanders, William Shay, George Smith, Solomon Townsend, Thomas Vinson, Simon Vanarsdale, Daniel Walker, James Ward, Robert Westcott, Anne Wolfort, William R. Willis, Hezekiah Warfield, John Zomwale.

“R. EASTON, P.M.”

The irregularities, delays, and uncertainties of the mails about this time are set forth in the following from the *Missouri Gazette* of Aug. 10, 1808:

“The failure of the mail from Ste. Genevieve to Cahokia, and from Vincennes to the same place, has long since been a fact of serious complaint, and more so to the inhabitants of this Territory since the establishment of a *Gazette* at the town of St. Louis, it being impossible for the printer to give to his patrons early and correct accounts, either of foreign or domestic news. The fault is certainly not to be imputed to the contractors, yet there is a radical defect in the law which does not enable the postmaster-general to remedy the evil, the contractor only being liable to the forfeiture of five dollars for the loss of a trip, and the postmaster-general cannot annul the contract until there have been five failures. The carrier will make a speculation. Say, for instance, it costs fifteen dollars to make a trip between Vincennes and Cahokia; the carrier, by his failure, saves ten dollars on the loss of each trip, from the tenor of his contract; and after five forfeitures, and before the information can reach the proper department, the tenor of the contract will have nearly expired, and even in fact so before a new contractor could be had and he enter upon his duties.”

The mails were transported in 1808 from Vincennes and Ste. Genevieve to Cahokia, from which place another rider brought them to St. Louis and St. Charles. These were then the only mail routes west of Indiana and Kentucky.

The list of letters remaining in the post-office at St. Louis for the quarter ending Dec. 21, 1808, was:

Richard Bibb, Jr., John Brown, James Byrnside, John Carlson, John Calaway, Vincent Calico, Isaac Darnielle, William Danis, care of M. Butcher, Peter Detchler, Robert Finfev, Jacob Faill, John Finley, John Gribum, William C. Greenup, Garrot Di Grinelimour, care of A. Chouteau, Jacob Harry, Benjamin Johnson, James Leonard, care of A. McNair, Mr. McKinsey, William Miller, James McFarlane, Uriah Musick, James Mackay, Hezekiah O'Neil, John Patterson, William Patterson, James Reid, Moses Riddle, Mr. F. Regnier, Esck Sterry, Paskell Sary, Abram Teter, Peyton Thomas, Robert Westcott, Thomas Welsh, Jacob Wagner, White Warner.

During the winter of 1809 there was another vexatious interruption of the mails, none being received for over nine weeks, and Mr. Charless did not fail to call attention to the fact and denounce it in his *Gazette*.

“We are compelled,” he said, on the 4th of January, “to complain of the wretched state of the post-office department in this quarter; by especial grace we sometimes receive one mail in two or three weeks, and then perhaps receive only one or two papers. Where this pillage of papers exists we cannot learn; we sincerely wish that all the postmasters on the line from Washington to this place would only do their duty and send on such papers as are committed to their charge.”

Again, on the 11th of January, he stated that there had been no mail from the East for more than two months. “Excessively cold weather, and no thermometer in the place to record the degree,” he added.

On the 31st of May, 1809, an advertisement appeared inviting proposals for carrying the mails (the proposals to be received “at the general post-office in Washington City”), as follows:

“194. From Louisville, Ky., by Jeffersonville and Clarks-ville, to Vincennes, once a week. Leave Louisville every Sunday at 6 A.M., and arrive at Vincennes the next Wednesday by 10 A.M. Leave Vincennes every Wednesday at 2 P.M., and arrive at Louisville the next Saturday by 6 P.M.

“195. From Vincennes to Kaskaskia, once a week. Leave Vincennes every Wednesday at 2 P.M., and arrive at Kaskaskia on Saturday by 6 P.M. Leave Kaskaskia every Sunday at 6 A.M., and arrive at Vincennes the next Wednesday by 10 A.M.

“196. From Kaskaskia, by St. Philip, Prairie du Rocher, and St. Louis to St. Charles, once a week. Leave St. Charles every Thursday at 2 P.M., and arrive at Kaskaskia on Saturday by 6 P.M. Leave Kaskaskia every Sunday at 6 A.M., and arrive at St. Charles on Tuesday by 10 A.M.

“197. From Cape Girardeau to New Madrid, once in two weeks. Leave Cape Girardeau every other Tuesday at 6 A.M., and arrive at New Madrid on Friday by 10 A.M. Leave New Madrid same day at 2 P.M., and arrive at Cape Girardeau on Monday by 6 P.M.

“198. Kaskaskia, by Geneva, Cape Girardeau, Tywappety, and Wilkinsonville, to Fort Massac, once a week. Leave Kaskaskia every Sunday at 6 A.M., and arrive at Fort Massac on Wednesday by 10 A.M. Leave Fort Massac every Wednesday at 1 P.M., and arrive at Kaskaskia on Saturday by 6 P.M.”

The mails announced on the 14th of November, 1810, were “from St. Louis to Cahokia east, once a week; to Herculaneum, Mine à Breton, and Ste. Genevieve, once in two weeks; to St. Charles, once a week.”

The following extracts from the diary of Mr. Frederick L. Billon forcibly illustrate the vexatious delays which attended travel and the transportation of the mails in those early days:

“I came to St. Louis in the year 1818, and was just two months on my way from my native city, Philadelphia. I left that city Sunday morning early, August 30th, in the mail-stage for Pittsburgh, where I arrived at 4 P.M. on Friday, September 4th, the sixth day from Philadelphia. There being then no stages west of Pittsburgh, we remained there some four or five days, waiting for a keel-boat to descend the Ohio, keels and flat-boats (then called ‘broad-horns’) being the only conveyances by water west of that point. Meeting with a Capt. Fellows, then coming to the marine settlement in Illinois with his family in a keel-boat, we took passage with him, and left Pittsburgh on Wednesday, September 9th, and after several groundings on account of the low stage of water, reached Louisville on Monday, the 21st, being twelve days on our voyage to that point. We remained there four days while the boat was discharging her cargo, to be drayed around the Falls of the Ohio to Shipping-port below. The boat was then taken over the falls and reloaded, and we left again on Friday, September 25th. After six or seven days’ run from the falls, we grounded on a bar at the head of Green River Island, and the water falling rapidly, soon left us

high and dry on the bar. We lay here seven or eight days, discharged the freight on the bar, cut skids on the island to slide the boat to the water, reloaded her, and started again on Thursday, October 8th, and in three days more reached Shawneetown. Here we left the boat, being persuaded that she would never reach St. Louis until the following spring, having yet over one hundred miles to reach the Mississippi, and two hundred more up that stream against a strong current. We were here several days seeking a conveyance for ourselves and trunks to Kaskaskia, one hundred and twenty miles from Shawnee, on the way to St. Louis. Finally we induced an old man who possessed the only wagon in the place, for the sum of fifty dollars (five dollars per day for ten days he would be in going and returning), to take our few trunks, and we to have the privilege of riding if we thought fit. There were then but some four or five houses between these two places. We left Shawnee on Thursday, October 15th, and arrived at Kaskaskia on Tuesday, the 20th; crossed the Mississippi to Ste. Genevieve in a large canoe on Wednesday, the 21st; remained here some five or six days; left for St. Louis on Tuesday morning early, the 27th; recrossed the Mississippi, and came up in a French cart that night to Waterloo, and on the following morning, Wednesday, the 28th of October, came through the heavy timber in sight of St. Louis at ten o'clock A.M.; crossed in a flat that landed us on a large bar extending out several hundred yards from the main shore, reaching St. Louis in just two months from Philadelphia."

Mr. Billon descended the Ohio at the season of the year when the water was lowest, and his journey was lengthened on that account some twelve or fifteen days.

The perils encountered by the mail-carriers of that early period are only suggested by the announcement made on the 6th of September, 1810, that the postmaster-general had offered a reward of five thousand dollars "for the apprehension and securing of the robber or robbers who murdered the post-rider between Vincennes and Kaskaskia and carried away the mail portmanteau with its contents; to be paid upon the conviction of the offender."

Such was the alleged mismanagement of the mail department, or that portion of it in which St. Louis was interested, that on the 28th of November, 1812, it was announced that the grand jury of the district had presented it as a nuisance. The postmaster at St. Louis at this time was Col. Rufus Easton, a capable officer and gentleman of high standing, and the fault lay not with him, but with the mail contractors or "post-riders," who, as we have already seen, were often lax and negligent in the discharge of their duties. Col. Easton was succeeded in the postmastership by his brother-in-law, Dr. Robert Simpson, who was appointed by President Madison Jan. 1, 1815, the vacancy having been created by Col. Easton's election to Congress. Dr. Simpson retained the position nearly four years, and in the autumn of 1818 was succeeded by Capt. A. T. Crane, of the United States army. After a brief and popular administration of less than twelve months Capt. Crane died, on the 26th of September,

1819. The next postmaster was Col. Elias Rector, who retained the office until his death in 1822. During Col. Easton's incumbency the post-office was located at his residence and law-office, on the southwest corner of Third and Elm Streets. Dr. Simpson established it at various points from time to time, first on the east side of Main Street above Elm, then on the east side of Main below Elm, then on the west side of Main Street, at the southwest corner of Elm Street. Under Capt. Crane it was situated in the back part of the old stone building occupied by the Bank of St. Louis, and under Col. Rector was removed to the old stone mansion of Mrs. Chouteau, at the southwest corner of Main and Chestnut Streets, and subsequently to the frame building on the south side of Chestnut Street below Second.

Proposals were invited Aug. 10, 1816, for carrying United States mails in Missouri, from St. Louis, by Potosi and Lawrence Court-House, to Arkansas, once in four weeks; to leave St. Louis every fourth Saturday, commencing on the first Saturday in November, and arrive at Arkansas in ten days, on Monday at six P.M.; leave Arkansas the next Wednesday at six A.M., and arrive at St. Louis in ten days, on Friday at six P.M.

Nathaniel Simonds made the following announcement to the public Nov. 20, 1818:

"The subscriber intends running a stage-coach between St. Louis and St. Charles three times in each week, to commence on the first Monday in December, in the following order, viz.:

"Leave the ferry-house opposite St. Charles at ten o'clock A.M. on Mondays, Wednesdays, and Fridays.

"Leave Pitzer's brick livery-stable in St. Louis at ten A.M. on Tuesdays, Thursdays, and Saturdays, and pass the boarding-houses of Mr. Pitzer, Mr. Paddock, and Mrs. Snow."

"We understand," said the *Missouri Gazette* of March 17, 1819, "that it is contemplated to establish a regular line of stages between this town and Franklin, Howard Co. A stage runs regularly once a week to and from St. Louis to Kaskaskia, another runs three times a week to St. Charles, another twice a week to Edwardsville, to which will, we hope, shortly be added the stage to Franklin. We have also understood that it has been in contemplation to establish a line from Edwardsville to Vincennes. It will only remain to have it continued from Vincennes to Louisville; a direct communication by stage will then be opened from the Atlantic States to Boon's Lick, on the Missouri. It is one of the most advantageous investments of money in the Eastern States, where the price of conveyance is much cheaper than it is west of the Allegheny. Seven cents to the mile is the usual price in the former, while ten cents, and sometimes 12½, are charged in the latter."

R. Smith announced, Dec. 15, 1819, that "the great Western stages start every morning from the door, and on the premises is one of the best livery-stables in the city, conducted by Mr. John Tomlinson, where travelers' horses will be faithfully attended to."

The following advertisement, under date of Dec.

27, 1827, shows the arrangements for transporting passengers and mails at that time:

"United States mail stage from St. Louis, Mo., to Louisville, Ky., passing through the States of Illinois and Indiana, *via* Vincennes. Through in five days; no night driving; twice a week each way. Arrangements: Leaves St. Louis every Tuesday and Saturday at four o'clock A.M., and arrives at Vincennes every Monday and Thursday at four o'clock P.M.; leaves Vincennes at four o'clock A.M. next morning, and arrives at Louisville by way of New Albany in two days; leaves Louisville every Sunday and Wednesday at four o'clock A.M., and in returning the same time is occupied; arrives at St. Louis every Sunday and Thursday at six o'clock P.M. All baggage at the risk of the owner. Fare, from St. Louis to Vincennes, one hundred and sixty miles, ten dollars; from Vincennes to Louisville, one hundred and twelve miles, seven dollars."

As late as 1835 the arrangements for distributing the mails were still of a primitive character, and our present carrier system was then of course unknown. Among the expedients resorted to the following (described in a local journal) is rather unique:

"In 1835, Mr. R. D. Watson was a merchant on Main Street, near Olive, and lived on his farm, about seven miles from the court-house. He generally came into town on Monday morning, bringing in with him a little black pony, and this pony was his letter-carrier. Any correspondence that might have arrived for Mrs. Watson or any member of the family was fastened to the pony's mane, and he was then turned loose on Olive Street, and would make straight tracks for home, where a servant would be waiting for him. In those days there were but few houses between St. Louis University and Mrs. Watson's residence, on the western part of Watson's Fruit Hill sub-division."

The question of expediting the mails between St. Louis and Baltimore, in accordance with the suggestion of the Baltimore Board of Trade, was the subject of a meeting of the Chamber of Commerce on the 17th of April, 1851. It was thought at the time that there was no reason why the mail should not be received in St. Louis in five days from Baltimore, and that it could be done if the merchants of the city would set themselves about it in earnest.

The first overland mail from California arrived in St. Louis Oct. 10, 1858, and the occasion was celebrated by a demonstration in honor of Mr. Butterfield, who had been mainly instrumental in putting it into successful operation. A procession was formed in front of the Planters' House about eight o'clock in the evening, and, headed by the St. Louis Silver Band in Arnot's band-wagon drawn by six horses, marched to the Pacific Railroad depot. Mr. Butterfield was received with an address on behalf of the

citizens and of the reception committee by Hon. John F. Darby, to which he responded.

Upon leaving the depot the carriages proceeded to their starting-point on Fourth Street, preceded by the band-chariot, and passing around Pine, did not draw up until they reached the post-office, when the mail was turned over to the proper officials. Some extra bags, containing the *San Francisco Evening Bulletin*, the special edition of the *Alta California*, and other papers, were retained and put out at the hotel. Here they were opened, and the papers handed around to the assembled spectators, who read them with great apparent interest. The *Alta California* was most in demand, as it displayed a fine special head of "By the Overland Mail," and an imposing picture of a mail-coach with four horses in full gallop. A journal, showing the route taken by the overland mail on its first trip from San Francisco to St. Louis, and also the distances between the different points and the time required for the performance of the trip, states that at least four days' time was lost on this trip. The record is as follows:

"Memorandum of distances between the stations on the overland route from San Francisco to St. Louis *via* Arizona, and of the time made on the first trip: San Francisco to Clark's, 12; Sun Water, 9; Redwood City, 9; Mountain View, 12; San José, 11; Seventeen-Mile House, 17; Gilroy, 13; Pacheco Pass, 18; St. Louis Ranch, 17; Lone Willow, 18; Temple's Ranch, 13; Firebaugh's Ferry, 15; Fresno City, 19; Elk Horn Spring, 22; Whitmote's Ferry, 17; Cross Creek, 12; Visalia, 12; Packwood, 12; Tule River, 14; Fountain Spring, 14; Mountain House, 12; Posey Creek, 15; Gordon's Ferry, 10; Kern River Slough, 12; Sink of Tejon, 14; Fort Tejon, 15; Reed's, 8; French John's, 14; Widow Smith's, 24; King's, 10; Hart's, 12; San Fernando Mission, 8; Canuengo, 12; Los Angeles, 12. Total, 462 miles. Time, 80 hours.

"Los Angeles to Monte, 13; San José, 12; Rancho del Chino, 12; Tymascol, 20; Laguna Grande, 10; Teencoula, 21; Tejungo, 14; Oak Grove, 12; Warner's Ranch, 10; San Felipe, 16; Vallecito, 18; Palm Springs, 9; Carisso Creek, 9; Indian Wells (without water), 32; Alamo Mucho (without water), Cook's Wells (without water), 22; Pilot Knob, 18; Fort Yuma, 10. Total, 282 miles. Time, 72 hours and 20 minutes.

"Fort Yuma to Swiveler's, 20; Filibuster Camp, 18; Peterman's, 19; Griswell's, 12; Flap-Jack Ranch, 15; Catman Flat, 20; Murderer's Grave, 20; Gila Ranch, 17; Maricopa Wells, 40; Socatoon, 22; Peacho, 37; Pointer Mountain, 22; Tucson, 18. Total, 280 miles. Time, 71 hours and 45 minutes.

"Tucson to Seneca Springs (without water), 35; San Pedro (without water), 24; Dragon Springs (without water), 23; Apache Pass (without water), 40; Stein's Peak (without water), 35; Soldier's Farewell (without water), 42; Ojo de Vaca, 14; Miembre's River, 16; Cook's Springs, 18; Peacho (without water), 52; Fort Fillmore, 14; Cottonwoods, 25; Franklin, 22. Total, 360 miles. Time, 82 hours.

"Franklin to Waco Tanks, 30; Canodrus, 36; Pinery (without water), 56; Delaware Springs, 24; Pope's Camp, 40; Emigrant Crossing, 65; Horse-Head Crossing, 55; Head of Coneho (without water), 70; Grape Creek, 22; Fort Chadbourne, 30. Total, 428 miles. Time, 126 hours and 30 minutes.

"Fort Chadbourne to Station No. 1, 12; Mountain Pass, 16; Phantom Hill, 30; Smith's, 12; Clear Fork, 26; Francis', 13; Fort Belknap, 22; Murphy's, 16; Jackboro', 19; Earhart's, 16; Connolly's, 16; Davidson's, 24; Gainesville, 17; Diamond's, 15; Sherman, 15; Colbert's Ferry (Red River), 13½. Total, 282½. Time, 65 hours and 25 minutes.

"Colbert's to Fisher's, 13; Wail's, 14; Boggy Depot, 17; Gary's, 17; Waddell's, 15; Blackburn's, 16; Pusley's, 17; Riddell's, 17; Holloway's, 17; Trayon's, 17; Walker's, 17; Fort Smith, 15. Total, 192 miles. Time, 38 hours.

"Fort Smith to Woosley's, 16; Brodie's, 12; Park's, 20; Fayetteville, 15; —'s Station, 12; Callaghan's, 22; Harburn's, 19; Conch's, 16; Smith's, 15; Ashmore, 20; Springfield, 13; Evan's, 9; Smith's, 11; Bolivar, 11½; Yost's, 16; Quincy, 16; Bailey's, 10; Warsaw, 11; Burns', 15; Mulholland, 20; Shackelford's, 13; Tipton, 7. Total, 318½. Time, 48 hours and 55 minutes. Tipton to St. Louis, 160 miles. Time, 11 hours and 40 minutes.

"Recapitulation.

	Miles.	Hours.
San Francisco to Los Angeles.....	462	80
Los Angeles to Fort Ynma.....	282	72.20
Fort Yuma to Tucson.....	280	71.45
Tucson to Franklin.....	360	82
Franklin to Fort Chadbourne.....	428	126.30
Fort Chadbourne to Red River.....	282½	65.25
Red River to Fort Smith.....	192	38
Fort Smith to Tipton.....	318½	48.55
Tipton to St. Louis.....	160	11.40
Total.....	2765	569.35

"24 days, 20 hours, and 35 minutes; 2 hours and 9 minutes allowed for difference in longitude, leaves 24 days, 18 hours, and 26 minutes."

The first effort to secure the erection of a building for a post-office, custom-house, land-office, etc., was made in 1838, a meeting being held at the court-house November 12th of that year, for the purpose of taking into consideration the propriety of memorializing Congress on the subject. The meeting was organized by calling William Renshaw to the chair, and appointing John H. Watson secretary, after which, Gen. N. Ranney having explained its object, the following resolutions were submitted by the secretary:

"Resolved, As the sense of this meeting, that a building for a custom-house and other public offices is highly necessary for the convenient transaction of the public business in this city, and that such measures as may be deemed essential to the furtherance of this object should be prosecuted without delay.

"Resolved, That a committee, to consist of five members, be appointed by the chair, for the purpose of drafting a memorial, to be addressed to Congress in behalf of the object contemplated in the foregoing resolution, and that an additional committee, to consist of ten members, be appointed in like manner, whose duty it shall be to present said memorial to the citizens for their signatures."

The resolutions were unanimously adopted, and the chairman, pursuant to their provisions, announced the appointment of the following committees: Committee to prepare a memorial, Messrs. N. Ranney, William Milburn, J. B. Bowlin, A. Wetmore, and A. J. Davis; committee to obtain signatures, Messrs. N. Ranney,

John B. Sarpy, James Clemens, Augustus Kerr, Abner Hood, H. L. Hoffman, S. S. Rayburn, Edward Walsh, William Glasgow, C. Garvey, Robert Rankin, and Edward Tracy.

The latter committee was increased to twelve members, on motion of Maj. Wetmore that the chairman and secretary be added to the last-named committee.

In 1851 it was proposed to locate the post-office temporarily in the court-house buildings, and a local journal, under date of May 6th, referring to the project, said,—

"In the course of the present year the construction of the eastern wing of the court-house will be commenced and probably finished. We stated some time since that it was contemplated to erect two other buildings separate from the court-house building, one of which is to stand on the northeast and the other on the southeast corner of the lot, and both of which are to be used as offices or court rooms, or by persons in the employ of the county. It was designed that these buildings should be thirty-two feet front by sixty feet on Chestnut, and the same dimensions on Market Street. A proposition is now before the county court which may cause a change of these plans. Mr. Gamble, the postmaster, proposes that these additional buildings shall be constructed of sufficient capacity to be employed temporarily for post-office and custom-house purposes. For the post-office alone Mr. Gamble asks that one apartment be set aside, forty feet front by one hundred in depth."

On the 9th of October, 1851, it was announced that

"an association of gentlemen of this city have leased from Mr. D. D. Page a portion of the ground at the corner of Second and Chestnut Streets, with the intention of erecting thereon a building suited to the wants of the St. Louis post-office. For this purpose a front of sixty-five feet on Second by ninety-six on Chestnut has been obtained. It is contemplated to erect a building three stories high, and to appropriate the whole of the first floor for the uses of the post-office; the interior will be arranged with direct reference to the accommodation of the office and of its customers."

In the following year the old St. Louis Theatre property, at the corner of Third and Olive Streets, was purchased by the government, and the erection of a custom-house and post-office building commenced, after plans prepared by George I. Barnett, architect.

In addition to the custom-house and post-office, Mr. Barnett has prepared the plans for many other public buildings, and occupies a deservedly high place among the architects of the country. He is an Englishman by birth, and his father, who was a clergyman and a writer of some note on questions of political economy, gave him careful home training, supplemented by a course in the grammar school at Nottingham. Leaving this institution at the age of sixteen, young Barnett spent three years with a practical builder, and then studied architecture in some of the best schools in England and under the best preceptors

until he was twenty-four, when he determined to emigrate to America. After spending a few months in New York, he removed to St. Louis in the latter part of 1839. Here he opened an office, and soon obtained a most lucrative business. For nearly twenty years he was the only educated architect in the city, and his genius and enterprise naturally secured for him an extensive clientage. He was employed in nearly every great work of that period. In later years St. Louis has had highly accomplished architects, but Mr. Barnett still retains a leading position. It is a well-known fact that Mr. Barnett has erected a much larger number of buildings than any other

architect in St. Louis, and to his skill and genius are due the architectural beauties of many of the public buildings, fine business houses, and elegant residences of the city. It would be impossible to enumerate all his achievements in this direction, but the following may be cited as prominent specimens of his work: The Southern and Lindell Hotels, the St. Louis Mutual Life Insurance building (Sixth and Locust Streets), the post-office (Third and Olive), the granite building Fourth and Market, Barr's building (Sixth and Olive), and the old Merchants' Exchange. In the competition with the most eminent architects of the country in designs for the new Merchants' Exchange, his drawing secured the first prize of fifteen hundred dollars.

Mr. Barnett also enjoys a high reputation as a hotel architect, and in addition to the splendid fruits of his genius in this department in St. Louis, has built many famous structures throughout the West, notably the Maxwell House at Nashville, Tenn.

In 1850, Mr. Barnett made a professional tour of Europe, and examined with well-trained and cultivated faculties the monuments of art which the great masters left for the instruction of their followers. St. Louis gained much from the results of his observation and comparison at this period, and his career from that time forward was one of constantly-increasing

honor and influence. While impressing his individuality on the most noted and beautiful of the structures of an ambitious and growing city, he has established a stainless record as an architect of incorruptible character. He is a kind-hearted, modest, and unpretentious gentleman, of genial nature and rare social qualities, and while honored as an artist he is also loved as a man.

Mr. Barnett has two sons, who have been bred to his profession. George (the younger) is associated with his father in business, and is a young man of extraordinary proficiency for his age, who in the judgment of those who have watched the development of his youthful powers, must ultimately take rank among the architects of the country.

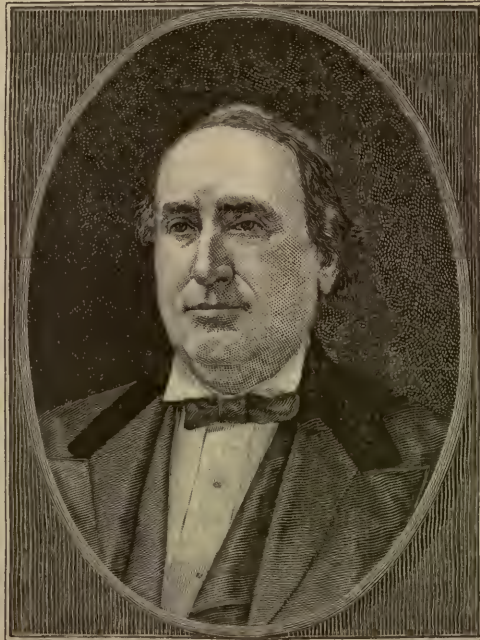
"The removal of the post-office," it was stated in a newspaper of May 20, 1852, "has had the effect to turn the attention of certain classes of dealers to property in its present vicinity, and the consequence has been to increase materially its value."

The erection of the building proceeded until April, 1859, when the post-office, which occupied the whole of the main floor, was established in its new quarters.

The building is one hundred and thirty-nine feet three inches long, eighty feet nine inches wide, and sixty-six feet seven inches high on the west front, and seventy-seven feet seven

inches high on the east front. It is of the Roman Corinthian order, and in all its details is in strict consonance with that style of architecture. The entire structure is faced with a peculiar stone known as the "Barrett stone," selected for the purpose by Capt. Bowman, United States supervisor of public buildings, and containing a large proportion of siliceous matter, rendering it almost time- and fire-proof. On the west or principal front are six massive rusticated stone piers, connected by large arches the height of the first story, and forming a sub-base, which supports the six fluted columns of the portico, which is two stories high.

The building has been used for the post-office,



Geo. I. Barnett

custom-house, United States courts, and government offices generally, but for a number of years has been inadequate for those purposes, and in 1872 the government determined to erect a new building for the custom-house, post-office, etc., which should not only provide ample space and facilities, but should be an ornament to St. Louis commensurate with the dignity and importance of the city. A site was accordingly determined upon, comprising what was known as the Crow block, bounded by Olive and Locust, Eighth and Ninth Streets, which was condemned and purchased in the autumn of 1872, and plans were prepared by A. B. Mullett, United States supervising architect.

The structure, which is now in course of completion, has a frontage on Olive and Locust Streets of two hundred and thirty-two feet, by a depth on Eighth and Ninth Streets of one hundred and seventy-seven feet. It is three stories in height with an attic, and the central compartment of four stories is crowned by an immense convex dome, the distance from the ground to the apex of the dome being one hundred and eighty-four feet. The height of the cornice of the wing building is ninety-six feet. Each façade of the building is divided into three parts, each central division being crowned by pitched pediments, over which are ornamented windows of corresponding style. The main front on Olive Street is surmounted by the immense dome, and so decorated as to produce a grand and imposing effect.

This floor is but two feet higher than the sidewalk on Olive Street, and is easy of access, a decided improvement on the present post-office building in that particular. The whole of the first story will be used for post-office purposes, and is lighted not only from the four fronts of the building, but from the interior court or quadrangle, thus avoiding the necessity of burning gas during the day, as is the costly and unhealthy experience with the old building.

The facilities for the reception of mail matter are to be made a chief feature. They will be unequalled by any building, either in this or any other country, from the fact that the mail-cars will be carried across the St. Louis bridge into the tunnel, and so on until they are switched off in front of the basement of the post-office. For this purpose the tunnel will be widened opposite the post-office so as to afford a broad platform between the two tracks for the delivery and receipt of all mail matter, and from every direction. The mail matter is then to be placed on elevators and run up into the distributing-room, and there classified. The same course is to be pursued with reference to all bonded goods, and all this immense business is

made easy of transaction without the distraction or disturbance in the slightest degree of the ordinary business of the railroad through the tunnel, or the business above or on the streets.

The height of the basement from its flooring to the sidewalk is twenty-eight and one-half feet, divided into two stories, to be known as basement and sub-basement. The foundation of the sub-basement extends eight feet below the floor, which makes the entire depth from Olive Street to the bottom of the foundation thirty-six and one-half feet.

Over the first story or post-office floor will be arranged the United States District Courts, with suitable apartments for associate judges, clerks, district attorneys, marshals, and deputies, grand and petit juries, etc., with ample room for all other government offices demanding accommodation. These offices are approachable from the main Olive Street front, as well as from others, affording spacious stairway to every part of the building. The main staircase is colossal in its proportions, and elaborate and beautiful in its design, with return flights, continued from floor to floor to the upper story. Exclusive of this principal stairway are two of the largest passenger elevators, placed one on either side of the staircase, and accessible from the same vestibule as the Grand or Olive Street stairway.

The imposing edifice has already influenced the erection of handsome business houses in its immediate vicinity and for blocks around. The basement of the building is of red granite blocks with a plain finish. The color of the stone is a pale, delicate red, not usually employed in buildings in St. Louis. The material employed above the basement is Maine granite throughout. The principal stone-work was done on Hurricane Island, the lower story being rusticated and having orders above, in style of composition so frequently employed by the Venetian school during the *renaissance* period, and which owes its origin to San Micheli. The second and third stories, of the Corinthian order, have pilasters resting on moulded bases, the intercolumniations being filled in with square-headed windows, having arched pediments in the second story and in the third triangular ones. Of the triple divisions and façades, the central one on either side, which forms a projection, is adorned by porticoes and crowned with a pediment. Two porticoes, one above the other, over the grand entrances have very elegant proportions and details wrought with extraordinary care. The porticoes are formed by a couple of granite columns resting on massive plinths and having Corinthian capitals. In each portico are four fluted columns, with balustrades between the couples.

Piers supporting statuary stand at the base corners of the lower portico, which is that of the second story. Over the upper portico the fourth-story windows are semi-circular headed, have finely-moulded cornices, and are surmounted by a massive pediment enriched with sculptures. A finely-wrought entablature is surmounted by a balustrade, and above this appears the quadrangular dome, having its windows encaused with grooved and coupled pilasters, and their richly-designed cornices furnishing support for statuary.

The building when completed will be one of the most elegant and perfect in its interior arrangements in the country, and although not as complicated in

letters advertised, 32,515; total number registered letters received for distribution, 213,311; total number registered letters handled, 350,175; total number of packages made up and forwarded, 66,042; number packages received in transit, 566,430; total number of registered packages forwarded, 632,472; through registered pouches made up and dispatched, 19,775; registered packages in pouches made up and dispatched, 540,949; total number of registered packages in pouches received and dispatched, 1,019,638; total amount money orders issued, \$852,771.68; total amount money orders paid, \$4,520,090.58; amount received from depository offices, \$6,240,986.22; re-



CUSTOM-HOUSE AND POST-OFFICE,
Corner Eighth, Ninth, and Olive Streets.

architectural design as other post-offices, notably those of New York and Boston, it will undoubtedly exceed them all in the simple grandeur of its architectural proportions and the quiet beauty of its general details.

The following statistics were returned by the St. Louis post-office in 1881:

Annual cash receipts from sale of stamps, stamped envelopes, etc., \$730,539; letters delivered at general delivery, 124,465; letters delivered at daily call, 21,514; mail letters delivered by carriers, 13,119,988; mail postal cards delivered by carriers, 3,008,926; drop letters delivered by carriers, 2,366,852; letters and postal cards delivered from boxes, 1,852,375;

mitted to New York, \$2,489,000. The total number of packages handled during the year ending Dec. 31, 1881, containing letters, was 78,578, amounting to 47,797 pounds. During the same time there were 13,941 sacks of papers handled.

The following is a list of the postmasters of St. Louis, with the dates of their appointment, from the establishment of the office in 1805:

Postmasters.	Date of Appointment.
Rufus Easton.....	Jan. 1, 1805.
Robert Simpson.....	Jan. 1, 1815.
Aaron T. Crane.....	Sept. 11, 1818.
Elias Rector.....	Jan. 1, 1820.
Wilson P. Hunt.....	Oct. 10, 1822.
Thomas Watson.....	June 26, 1840.

Postmasters.	Date of Appointment.
Samuel B. Churchill.....	July 9, 1842.
John M. Wimer.....	June 14, 1845.
Archibald Gamble.....	April 24, 1849.
David H. Armstrong.....	April 3, 1854.
John Hogan.....	March 30, 1858.
Peter L. Foy.....	April 1, 1861.
Joseph S. Fullerton.....	Feb. 21, 1867.
Andrew J. Smith.....	April 6, 1869.
Chauncey I. Filley.....	March 12, 1873.
Samuel Hays.....	Sept. 4, 1878.

GAS COMPANIES.

St. Louis Gas-Light Company.—In 1837 the Legislature of Missouri granted a charter to the St. Louis Gas-Light Company, vesting in it the power to erect works and necessary apparatus for lighting St. Louis and its suburbs with gas. This charter was amended in 1839 and again in 1845. Under the original charter and the acts of Assembly amendatory thereof the company had the exclusive right to manufacture and vend gas in the city of St. Louis, and was also authorized “to receive on deposit or loan, and upon such terms as the parties interested may agree upon, any funds, the temporary or permanent use of which may be offered them, and the use of which may be beneficial to the company.” By these acts it was also provided that the city of St. Louis should have the right, at the expiration of a period of either twenty or twenty-five years after the 1st of January, 1840, if it should so resolve, to purchase the gas-works from the St. Louis Gas-Light Company, upon the terms and conditions and by the means (the appointment of arbitrators, etc.) mentioned in these acts, and that the charter should continue in force for twenty-five years from Jan. 1, 1840, unless the company should convey to the city its property, etc., but should the city not determine to purchase at either of the times provided for, then the charter was to remain in force another twenty-five years. In 1839, after the first amendment to the charter was passed, an office was opened on Chestnut Street near Main for the purpose of engaging in the business of a general deposit and savings institution. At this time the officers and directors of the company were: President, N. Paschall; Secretary, A. Chadwick; and Directors, Theodore L. McGill, John D. Daggett, R. S. Tilden, J. T. Swearingen, N. E. Janney, M. L. Clark, L. B. Shaw, and P. R. McCreery. In 1840 negotiations were entered into between the company and the city with reference to lighting the streets with gas, and a bill authorizing the city to subscribe to the stock of the company to the amount of fifty thousand dollars passed the City Council and was approved by the mayor. In 1841 the construction of the works was commenced on ground between Second Street and the river, nearly opposite the bridge. Only a beginning

was made, however, the banking branch of the business continuing to engage the entire attention of the directory.

This soon proved unsuccessful, and it was not until 1846 that the company bent its energies to the construction of its works and the business of making and selling gas. At this time it found itself, with impaired capital, unable, unless extraordinary efforts were made, to complete its undertaking. Looking to this end, and for the common benefit of the contracting parties, an agreement was entered into between the city and the company Jan. 9, 1846, in which the company engaged to furnish gas, etc., at a stipulated price, and the city agreed to relinquish its right to purchase the gas-works, etc., at either twenty or twenty-five years from Jan. 1, 1840, provided it should have the right to purchase at a period of thirty years after Jan. 1, 1840, and at the period of every five years thereafter. On June 17th, G. F. Lee, of Philadelphia, entered into a contract with the company to build the needed works and furnish the city with gas. The whole cost was to be \$130,000, the contractor agreeing to take the bonds of the company, payable three years after the completion of the contract, for \$50,000, and to subscribe for and pay \$40,000 of the capital stock, leaving \$40,000 to be raised by subscription, the real estate and personal effects of the company being valued at \$40,000. The old stock was scaled down and new stock to the amount of \$40,000 issued, making a total capital of \$170,000. The work was pushed rapidly forward, and the city was lighted with gas for the first time on Nov. 4, 1847. During 1848 about 6,600,000 cubic feet of gas was consumed, and in 1868 the consumption had increased to 247,480,000 cubic feet. The success of the company was assured. The city, through its counsel, notified the company on Feb. 27, 1869, that it had resolved to purchase the gas-works on the 1st of January, 1870, under their agreement of 1846. The city appointed arbitrators, etc., as required by the company's charter, but the company made no move in the matter, and failed to appoint arbitrators to agree upon the price, etc. The city instituted action against the company in May, 1870, in the Circuit Court of St. Louis County, to compel the company to comply with the terms of the agreement.

Pending the litigation, in 1873 a compromise was effected between the city of St. Louis, the St. Louis Gas-Light Company, and the Laclède Gas-Light Company (then recently organized), in which it was agreed that the Laclède Company should furnish gas to all that part of the city lying north of Washington Avenue, and that all litigation between the city and



Painted by A. H. Wood

Thos Pratt

the St. Louis Company should cease. This compromise, however, failed to put an end to the litigation, which was renewed in 1875, and in 1876, under a decree of court, the company's property was placed in the hands of a receiver, Socrates Newman, and the company was restrained and enjoined from manufacturing or selling gas. From this decree an appeal was taken to the Missouri Supreme Court. While awaiting the decision of the court, the affairs of the company prospered greatly in the hands of the receiver. In November, 1879, the opinion of the Supreme Court was delivered adverse to the claim of the city and completely overruling the decisions of the lower courts. On Dec. 24, 1879, Mr. Newman, under an order of the court, delivered the entire property of the company to R. J. Lackland, its president. Later in the month, at the election for directors, the following gentlemen were chosen: Gerard B. Allen, E. N. Leeds, Rufus J. Lackland, and John R. Lionberger, who with Oliver A. Hart, Charles H. Peck, E. A. Manny, George S. Drake, and W. F. Ferguson, who held over, constituted the board.

The capital stock of the company is six hundred thousand dollars, divided into twelve thousand shares of fifty dollars each. The present board of directors is composed of R. J. Lackland, president; G. B. Allen, vice-president; George A. Madill, Samuel Hays, E. A. Manny, W. H. Ferguson, Dwight Durkee, and Charles H. Peck. George M. Paschall is secretary, and Socrates Newman assistant manager.

The boundaries of the company are from Washington Avenue to Keokuk Street and from the river to the city limits.

On Sunday afternoon, Dec. 13, 1874, Thomas Pratt, chief engineer of the St. Louis Gas-Works, was killed in an explosion. He had gone into one of the purifier-rooms to examine a purifier tank, when an explosion was heard; and the employes, rushing in, found him lying on the floor, having been thrown some twenty feet with such violence against one of the tanks that his chest was crushed in, and he was then quite dead.

Mr. Pratt was one of the oldest and best-known gas experts in the country, and one of the most popular citizens St. Louis ever had. He was born at Longborough, county of Leicester, England, in 1802; was of humble parentage, and had to rely entirely on his own resources in waging the battle of life. In 1827 he came to America, but during the same year returned to Europe, settling at Calais, France, where he remained five years. He then went to London, where he resided nearly two years, working in both places at gas-fitting.

In November, 1834, he again came to America, and having spent some time in New York, removed, in 1837, to Pittsburgh, where he worked for the gas company. In 1842 he went to Cincinnati, and became superintendent and chief engineer of the gas-works there. He arrived at St. Louis in 1848 to accept a similar position, which he held until his violent and sudden death.

Mr. Pratt was a prominent builder of gas-works, having planned and constructed the works at Pittsburgh, Cincinnati, Quincy, St. Louis, Peoria, Bloomington, Denver, and Kansas City, and was a large stockholder in the gas companies in several of these cities. He possessed business talents of a high order, and although on coming to this country he had practically nothing, his ability enabled him to command the highest salaries, and his management was such that at the time of his death his fortune had reached a handsome sum. Although nearly seventy-three years of age, he was to the last a youth in energy, and had in contemplation several schemes of great interest to his profession. One of his projects of a public nature was the revival and working of the Chihuahua silver-mines of Mexico.

Mr. Pratt was a deacon in the Second Baptist Church, and for many years was classed, with the honored McPherson and Gale, as one of the pillars of that society. He loved his church, and cheerfully and generously contributed to her support, he and his wife being among the largest subscribers to the beautiful edifice which the Second Baptist Church now occupies. He also gave liberally to various charities. In church work he was one of the most aggressive of men, and while old in years was youthful to the last in ideas, fervor, energy, and zeal. In the funeral discourse his pastor, the Rev. Dr. Burlingham, summed up his character as that of a "well-balanced, conscientious, considerate, and devout member and officer of the church." After his death the board of directors of the gas company adopted resolutions eulogizing his integrity and other estimable qualities, and declaring that his capacity and efficiency in the economical management of the gas-works made his loss severely felt.

The Laclede Gas-Light Company was chartered under an act of the Legislature in 1858, and reorganized in 1871. The works, situated on Main, between Mullanphy and Mound Streets, were erected in 1872-73, and gas was first supplied in June, 1873. The original incorporators were S. L. Husted, H. Y. Attrill, Frederick Cromwell, J. H. Porter, Henry Fitzhugh, S. B. Chittenden, and Charles Gibson. The first board of officers was composed of S. L.

Husted, president; Frederick Cromwell, vice-president; and J. F. Magoreen, secretary. The territory occupied comprises all that portion of St. Louis north of Washington Avenue. The company has about one hundred miles of pipe laid, and supplies light for over four thousand public lamps. The works have a capacity for making one million feet per day. The officers at the present time are Erastus Wells, president; John H. Maxon, vice-president; and J. D. Thompson, secretary. The directors are Erastus Wells, John H. Maxon, Charles Gibson, John J. Mitchell, Samuel Simmons, Frederick Cromwell, and J. H. Porter.

The present capital stock is one million two hundred thousand dollars. The offices of the company from 1873 to 1881 were located at No. 701 Washington Avenue, but during the latter year they were removed to the present commodious quarters at No. 1100 Washington Avenue.

Carondelet Gas Company.—On March 3, 1857, a charter was granted to the Carondelet Gas-Light Company, the object of which was to light that city with gas, but for some reason the provisions of the charter were not complied with. In April of 1874 the company was reorganized with John M. Krum as president, T. C. Hogan secretary, and A. C. Judge superintendent, with a capital stock of two hundred and fifty thousand dollars. The incorporators were Frederick Hill, Henry T. Blow, Louis C. Picot, Madison Miller, William Taussig, Francis Kellerman, Joseph Taussig, Michael Conrad, Delphy Carlin, Bernard Poepping, August Blumenthal, Jacob Stein, and Michael Jod.

Its presidents have been, in order, Frederick Hill, John M. Krum, John H. Terry, Charles H. Thornton, Frank Erskine, and John R. Lionberger. Its first officers were Frederick Hill, president; William Taussig, treasurer; and Madison Miller, secretary. After the extension of the city limits so as to include Carondelet, the latter grew quite rapidly, and the desire of the people to have their streets and dwellings lighted with gas was of such a character as to induce the company to erect works to supply that want. Ground for this purpose was broken June 17, 1874, and on December 31st gas was lighted for the first time in Carondelet.

The present officers and board of directors are John R. Lionberger, president; Charles Green, vice-president; Nelson F. Constant, superintendent; Henry C. Scott, secretary; Directors, John R. Lionberger, Charles Green, George A. Madill, John Scullin, Erastus Wells, Thomas E. Tutt, and J. H. Lionberger.

HOTELS.

In the matter of hotels St. Louis enjoys facilities not surpassed by any city in the West, and from the old Missouri of half a century ago, with its many historical traditions and reminiscences, down to the celebrated Lindell, Southern, Planters', and others of to-day, its fame for conveniences and hospitable entertainment to the traveler has been justly proverbial. In the earlier days of the city, when it was but a little town, some of its best citizens were tavern-keepers, but the term tavern-keeper had a different meaning then from that which attaches to it at the present time. The ancient tavern-keeper was in some sense a public benefactor, and often occupied a most honorable position in the community.¹

Among the earliest notices of taverns is that of the Missouri Hotel, in the old government mansion, southeast corner of Main and Walnut Streets, kept by Maj. William Christy for several years prior to 1808. In the latter year he engaged in farming and grazing, and was succeeded in his hotel business by Maj. Richard Webster, who changed the name of the house to the Eagle Tavern. In 1810, tiring of farming, Maj. Christy assumed charge of his tavern again, and renamed it the Missouri Hotel. He continued to operate it until 1816, when Thomas Pechels (or Poebles) bought it and called it Union Hall. In September, 1809, James H. Audrian opened the Grove Tavern at the upper end of Main Street, nearly opposite P. Chouteau. In 1810, Joseph Charless kept a "boarding-house" on North Main Street. In 1811, Frederick Weber, baker, notified the public that he had commenced keeping a house of entertainment. In 1811, Maj. Delauney kept a boarding-house in St. Louis, and in the following year Horace Austin opened a tavern "in the house lately occupied by Madame Robidoux." In July, 1816, Hugh C. Davis opened the Green Tree Tavern on Second Street. The Green Tree was taken in 1820 by John Simonds, Jr. About this time the Mansion House was also started, and at the beginning of 1823 became the property of George S. Greene, who changed its name to the City Hotel. In 1829 it passed into the hands of Ephraim Town, and in 1840, Col. Theron Barnum, who had just reached St. Louis, bought it. Col. Barnum kept it for twelve

¹ At the time of the transfer of the province of Louisiana to the United States there were but two little French taverns in the town, one kept by Yostic, and the other by Landreville, chiefly to accommodate the *courriers du bois* (hunters) and the *voyageurs* (boatmen) of the Mississippi. Both of these taverns stood upon the corners of Main and Locust Streets.—*Edwards' Great West*, pp. 288-89.

years, and then disposed of it to William R. McClure. Subsequently A. S. Merritt, formerly of the Pacific Hotel, operated it.

The first hotel of any prominence in St. Louis was the old Missouri, which stood on the southwest corner of Main and Morgan Streets. It was built in 1819 by John McKnight and Thomas Brady, and subsequently became the property of the latter, who retained it until his death in 1822. It was a two-story stone structure, built in the old French style, its side fronting on Main Street, and its steep roof studded with dormer-windows. After Mr. Brady's death, Maj. Thomas Biddle bought it, and owned it until he was killed in a duel with Spencer Pettis, in October, 1831. Maj. Biddle built an addition to the hotel by which the accommodations were greatly increased. He sent to the East and procured a hotel-keeper, who opened the house with conveniences never before known west of the Mississippi River. After the death of Maj. Biddle, the hotel was sold to John F. Darby, who in the year 1835 sold it to Isaac Walker. Subsequently the following persons kept it as tavern and hotel: Abijah Hull, Ephraim Town, and Messrs. Mitchell, Johnson, Louis Oldenburg, Scudder, Hubbard, Seymour, and others. In 1873 the building was torn down, and gave place to the tobacco-factory of Christian Peper.

The old Missouri Hotel was the scene of many historical incidents. The first Legislature that met under the State Constitution convened there in the year 1820. There also the first Governor and Lieutenant-Governor of the State were sworn into office and delivered their inaugural addresses, and there the two first United States senators ever elected in Missouri, David Barton and Thomas H. Benton, were chosen. It was also a favorite place for the arrangement of duels, trials by courts-martial, and rendezvous for army officers. Gen. Scott, Gen. William Henry Harrison, Gen. Zachary Taylor, Gen. Leavenworth, and the celebrated Indian-fighter and soldier, Gen. Henry Dodge, and many other eminent and distinguished men made it their stopping-place.

St. Clair Hotel.—In 1829 the growing wants of St. Louis seemed to demand a more commodious and pretentious hotel than the Missouri, and accordingly Col. Thornton Grimsley purchased the Baptist Church property on the southwest corner of Market and Third Streets, and remodeled it into a neat four-story hotel, which he called the National, placing his brother William G. in charge of it. The National at once became the principal hotel of St. Louis. Henry Clay, Daniel Webster, Gen. Zachary Taylor, Jefferson Davis, Robert E. Lee, and others who

were then or have since become prominent, made it their stopping-place when visiting St. Louis. In 1837, Messrs. Stickney & McKnight leased the house from Grimsley, and fully maintained its popularity until 1841, when they retired to take charge of the Planters', then just built. They were succeeded by Col. Scott, and a close rivalry existed for some time between the National and Planters'. In 1846 or 1847 a fire partly destroyed the National, and bad luck seemed to hang about the house for some time thereafter. A number of changes occurred. Mr. Scott leased and ran it a few years as Scott's Hotel, and was followed by William Chesley, who changed its name to the St. Clair. By this name it has been known since that time, with one or two brief intervals. From 1860 to 1877 the following persons have managed the St. Clair: Col. Gannett, Jeremiah Wood, George C. Wales, Jonathan Chesley, Valentine Gerber, William Baird, M. W. Quinn, Trumbull B. Raymond, and McDonald & Rochester. In 1877 the house was closed, but was afterwards leased by Judge George Williams, who remodeled and newly furnished it, since which time it has been managed successfully on the moderate price plan.

Planters' Hotel.—In November, 1817, Evarist Maury announced to the public that he had opened the Planters' Hotel on Second Street, opposite Maj. Douglass' office, where a few boarders could be accommodated. He proposed to go into the business on an extensive scale, and announced that he would enlarge the capacity of his house and erect additional buildings. This was not, however, the forerunner of the present hotel known as the Planters'. In 1836 a number of prominent citizens thought that it would be advisable to erect a larger and more commodious hotel than any the city then contained. To consider this proposition a meeting was called in October, at which Judge J. B. C. Lucas presided and Bernard Pratte acted as secretary. A committee consisting of Messrs. McGunnege, Morton, Kerr, and Brant was appointed to select a suitable site and report to an adjourned meeting. The committee reported a week afterward, and the location immediately north of the courthouse, having a front on Fourth Street and bounded by Chestnut and Vine, was almost unanimously selected, and a committee was appointed to obtain the subscription of the necessary amount of stock. The liberal offer of Judge Lucas, who owned the site selected, unquestionably had much to do with bringing about this result. At a meeting of the shareholders on Dec. 6, 1836, Messrs. Alexander R. Simpson, D. D. Page, D. Lamont, J. C. Laveille, E. Tracy, J. Charless, and G. W. Call were elected directors of

the company for the first year. Application was made to the Legislature of '1836-37, and a charter with a capital of one hundred thousand dollars was obtained. In March, 1837, ground was broken, but owing to the embarrassments of the times the work was not completed until March, 1841.¹

The following announcement, made upon the eve of its opening, will explain why an intended compliment was not conferred: "We would briefly observe, further, that the title of the house is that given in the charter. After the house had been taken by the present enterprising proprietors, Messrs. Stickney & McKnight, and after they had ordered their furniture, part of which, the porcelain, cutlery, etc., was manufactured in England, and the name of the establishment impressed or otherwise fixed on every piece, the board of managers altered the title to that of 'The Lucas House,' in honor of the liberal patron of the same, the Hon. Judge Lucas, but on account of the above previous arrangement of the proprietors they have felt themselves bound to open under the title of 'The Planters' House.'" On the 1st of April, 1841, the hotel went into operation. Stickney & McKnight, the lessees, had previously conducted the National Hotel, and were experienced hotel-keepers. Mr. Stickney subsequently bought out Mr. McKnight's interest, and afterwards associated with him Leonard Scolly. The latter died in the fall of 1860, and Mr. Stickney kept the house until April, 1864, when he retired with a competency. Benjamin Stickney was one of the leading citizens of St. Louis, and filled the positions of director in the St. Louis Gas-Light Company, the Missouri Pacific Railroad, and the St. Louis National Bank. He died on the 14th of November, 1876. After his retirement the house was reopened by J. Fogg & Co., Mr. Fogg having previously been associated with Theron Barnum in Barnum's Hotel.

Glasgow House.—On the 3d of March, 1843, the Glasgow House was opened at the corner of Olive and Second Streets.

Barnum's Hotel was erected in 1854 by George R. Taylor. The building stands at the corner of Walnut and Second Streets, and extends ninety-two feet on Second Street and one hundred and sixty feet on Walnut, with an interior court one hundred by sixteen feet. The building is six stories above the pavement and one story below, and its extreme height from pavement to cornice is ninety feet six inches. The architectural style of the exterior façades is modern Italian. The first or basement story supporting the structure is composed entirely of finely-wrought St. Louis limestone. "Barnum's" was unquestionably the finest hotel then in St. Louis, and was built by Mr. Taylor expressly for Theron Barnum. On the 28th of September, 1854, the hotel was opened under the proprietorship of Barnum & Fogg, and at once gained a wide reputation. In April, 1864, Mr. Barnum retired, and the hotel was continued under the management of Fogg, Miles & Co.

Theron Barnum, the senior member of the firm, was born April 23, 1803, in Addison County, Vt., and in 1808 moved with his father to Susquehanna County, Pa. There he worked on the farm, also getting such instruction as could be obtained in a country school. At the age of seventeen he began to teach school, and pursued that avocation for several years, in the mean time cultivating his mind in the advanced branches of English education. In 1824 he went to Wilkesbarre, Pa., and filled the position of clerk in a store until 1827, when he removed to Baltimore at the request of his uncle, David Barnum, and became associated with him in the management of Barnum's Hotel, then enjoying a well-deserved fame as one of the best hotels in the United States. He remained with his uncle in the capacity of confidential clerk, and became under his able instruction well versed in the art of conducting a first-class hotel. He then opened the Patapasco Hotel at Ellicott's Mills, fifteen miles from Baltimore, and the terminus of the first fifteen miles of the Baltimore and Ohio Railroad. While there, in 1832, he married Mary Lay Chadwick, daughter of Capt. Chadwick, of Lime, Conn., and captain of one of the large packets between New York and Liverpool. The fruit of this marriage was two sons, Freeman and Robert. In 1835 he removed to Philadelphia, and bought the Philadelphia Hotel on Arch Street, but having long thought of going to the West, he sold out in 1838, and determined to settle in St. Louis. On his way he was induced to stop at Terre Haute, Ind., where

¹ A curious circumstance connected with the land on which the Planters' Hotel was built is this: A Frenchman, François Gunell, in 1834, had the contract for grading Fourth Street four feet in front of the present court-house and Planters' Hotel. He had six yoke of oxen engaged to plow up the hard pan, for which he paid six dollars per hour; the fact that an hour or two's plowing loosened dirt enough to keep his hands at work shoveling the remainder of the day will account for the high price extorted for the labor of the oxen, as they were employed but a short time. He had a contract with Judge J. B. C. Lucas to fill up the gully on which the Planters' Hotel stands with the excavated dirt, for which he was to receive three cents per cubic yard. The hole was about thirty feet deep, and the dirt dumped in amounted to sixty dollars. When he came to settle up with Judge Lucas the latter offered him a deed to half the block on which the Planters' House now stands in lieu of the sixty dollars, which Mr. Gunell refused to accept, as he needed the money.

he opened the new Prairie House. He remained here only until 1840, becoming satisfied in the mean time that Terre Haute could never support the kind of hotel which he was desirous of establishing. In March, 1840, he removed to St. Louis, and rented the City Hotel, at Third and Vine Streets. This hotel was for a long time the favorite house of the public, and became the headquarters of the army officers residing in or visiting St. Louis. Among the distinguished officers who made the City Hotel their home were Gen. Gaines and Col. Croghan. Mr. Benton also stopped here. Mr. Barnum managed the hotel for thirteen years, and in September, 1852, sold out. After a short retirement the present Barnum's Hotel was built for him by George R. Taylor, and for many years he had charge of it. During his supervision the Prince of Wales, George Peabody, William H. Seward, Abraham Lincoln, and many other distinguished persons stopped at it. In 1877 he took the Beaumont House, which he put in successful operation. He died there on the 17th of March, 1878, of pneumonia. Mr. Barnum was a cousin of P. T. Barnum, and seems, with the other prominent members of that family, to have followed his peculiar bent with a pertinacity and energy that deserved if it did not always achieve success. He filled at different times responsible positions, and was a director in the Home Mutual Insurance Company for thirty years.

Lindell Hotel.—On the 5th of March, 1855, the Governor of Missouri approved an act of the Legislature chartering the "Laclede Hotel Company of St. Louis." Directors were elected by the corporators, and a practical organization was effected in 1857, and work commenced on the lot bounded by Washington Avenue and Green Street and Sixth and Seventh Streets, part of which had been selected for a site. Jesse G. and Peter Lindell, brothers, contributed the ground and took in exchange for it eighty thousand dollars in the company's stock; they also subscribed ten thousand dollars in money. The monetary panic in 1857 obstructed the progress of the work. In 1859 an act was obtained revising the charter, and permitting the erection of a larger and finer structure, and the expenditure of more than five hundred thousand dollars, the limit in the original act. The name was also changed to "Lindell Hotel," in compliment to the brothers who had so largely interested themselves in the enterprise. In 1863 the hotel was completed and leased to Messrs. Sparr & Parks, who had recently been the proprietors of the Olive Street House. The board of directors at this time were Levin H. Baker, president, J. T. Swearingen, Charles H. Peck, Gerard B. Allen, S. H. Laffin,

D. K. Ferguson, and Derrick A. January. Thomas Walsh and James Smith were the architects. The design was Italian of the Venetian school. The hotel consisted of two parallel buildings, extending east and west the length of the whole front, with a space of forty-five feet between them, and connected only in the centre and both extremes by wing buildings running north and south, leaving between them two courts. The Lindell was six stories high exclusive of basement and attic. The height from sidewalk to basement was one hundred and twelve feet. The stone used was a rich cream-colored magnesian limestone from the Grafton quarries. The east and south fronts were of this stone, and showed much elaborate carving. The north and west fronts were faced with the finest stock brick, ornamented by cut-stone window-trimmings. In every respect the hotel was a model one. On the 25th of November the formal opening was marked by an immense ball and banquet, which was attended by about four thousand guests. On December 17th the hotel was sold at trustees' sale to Henry Ames & Co., for one hundred and fifty-three thousand dollars, subject to first mortgage bonds and accrued interest amounting to two hundred and twenty thousand dollars, but Sparr & Parks were not disturbed in their lease.

About half-past eight o'clock on the night of the 30th of March, 1867, fire was discovered in the upper story of the hotel, and in a short time the flames burst through the roof and spread on all sides with great rapidity. The alarm was conveyed to the fire department, and the engines arrived without much delay. They were powerless, however, to stay the progress of the flames, the great height of the building rendering it impossible to throw water on the roof. In a short time the entire top of the hotel was on fire; the flames gradually worked downward, and it was soon evident that the magnificent structure was doomed. Fortunately, owing to the earliness of the hour, very few of the guests, of whom there were about four hundred, had retired. Those who were sick were carried out and conveyed to places of safety. As soon as it was known that the building could not be saved efforts were made to secure the stock in the different stores and the furniture and portable property of the hotel, much of which was saved. Within three hours the fire was at its height, the heat being so intense that water thrown upon the flames flew upward in sheets of steam. The firemen desisted from their fruitless efforts and devoted their attention to saving the surrounding buildings. About twelve o'clock the walls fell, and all that remained of one of the finest hotels in the world was a shape-

less mass of ruins. The loss on the building was about nine hundred thousand dollars, and on the furniture between two hundred thousand and three hundred thousand dollars.

The destruction of the Lindell was regarded as a public calamity. Impromptu meetings of the citizens were held almost before the smoke had ceased ascending from the ruins to take measures for the erection of a new building, but it was not until five years had elapsed that these efforts were crowned with success. It became frequently, during this time, a question whether the new Lindell should be erected on the old

and the numerous contractors, and within two years from the breaking of ground the structure was completed. For two months more the process of fitting and furnishing went on, and on the 28th of September, 1874, the whole establishment in complete running order was thrown open to the public.

The exterior of the new building presents a very different aspect from the old one, being less ornate but much handsomer.

The first story is flush with the sidewalk, instead of having a basement elevating it several feet above the pavement. The principal front, as in the old



LINDELL HOTEL,
Corner Washington Avenue, Sixth Street, and Lucas Avenue.

site or at a point farther west on the same thoroughfare. The matter was finally determined by Mrs. Vincent Marmaduke (formerly Mrs. Henry Ames), who resolved to build on the spot made historical by the old Lindell. A company was formed consisting of Messrs. William Scudder, Levin H. Baker, and Charles Parsons, who engaged the well-known architect George I. Barnett to design the proposed building. About the 1st of September, 1872, the work was commenced by removing the rubbish from the old foundations for the purpose of constructing the new. The work was pushed forward without intermission through the untiring efforts of Messrs. Scudder and Barnett

building, is on Washington Avenue, with a frontage of one hundred and eighty-two feet, and a depth of two hundred and twenty-seven feet to Christy Avenue. The height of the building is one hundred and five feet, and the architecture is of the modern Italian school, the first story being of the Tuscan order and constructed of iron. The five upper stories of the façades on Washington Avenue and Sixth Street are composed of Warrensburg gray sandstone that hardens with age until it becomes almost as capable of resisting the elements as granite. The second story is composed in the principal compartments of Corinthian columns supporting semi-circular arches over the win-

dows. The intermediate windows have semi-circular arches with caps, supported by carved trusses. This story is surmounted by a fine cornice, and the four upper stories are divided by five moulded water-tables. All the angles of the building are finished with heavy quoin-stones. There are three capacious stores on each side of the main entrance, and six equally so on Sixth Street. A striking feature of the front is a massive two-story portico immediately in front of the main entrance, forty-five feet wide, and projecting fifteen feet from the building, with six Tuscan columns below and six Corinthian columns above. Massive iron railings of unique designs inclose each floor. The ladies' entrance on Sixth Street has also an elegant but smaller portico, one story high, with six columns. The whole building is crowned with a massive iron cornice eight feet high. On the first floor is a splendid hall or exchange, one hundred and fifty-five feet long, forty-one feet wide, and eighteen feet high. The ceiling is elegantly frescoed in intricate and tasteful designs and harmonious colors. The floor is laid in tessellated marble, and the walls are pleasantly tinted. On the west side of the exchange is the office, elegantly fitted up with all the modern appliances. Immediately west of the office is a spacious reading-room, comfortable and well lighted. Opposite the office is the grand staircase, an elaborate and stately structure. The walls and ceilings are elegantly frescoed, and a view upwards presents a most pleasing effect.

There is not a dark room in the hotel, and the ventilation is excellent. There are two hundred and seventy guests' rooms, which is about a score less than the old building had, but there are many more rooms devoted to public use, and the floor-room is much greater. Everything that forethought could devise for the comfort of the guest and the facilitating of business has been provided, and that, too, in the best possible manner. The proprietors of the Lindell were Messrs. Felt, Griswold, Clemmens & Co., being W. W. Felt, of the old Lindell; J. L. Griswold, formerly superintendent of the Ohio and Mississippi Railroad; H. H. Clemmens, formerly one of the proprietors of Congress Hall, Saratoga; and Charles Scudder. The chief architect was George I. Barnett; assistant architects, Furlong & Taylor; general carpenter and builder, Charles H. Bireh.

The present proprietors of the Lindell Hotel are the members of the Lindell Hotel Association; Charles Scudder, president; Henry Ames, vice-president; William F. Haines, secretary. Mr. Scudder is a brother of Capt. John A. Scudder (of whom a full biographical sketch is given elsewhere), and, like his brother, is one of the most active and influential

citizens of St. Louis. Maj. William F. Haines was born at Buffalo, N. Y., Nov. 5, 1829. He was the son of Samuel Haines, of Lancaster County, Pa., and his mother was formerly Miss Anna Lengeker, of the same county. At the age of sixteen William F. Haines served as ordinary seaman on the brig "Odd Fellow." After nearly a year "before the mast" he was employed in Robinson's banking-house, and at the age of seventeen was cashier of the Merchants' National Bank of Erie County, N. Y. Subsequently young Haines returned to school until September, 1849, when he removed to St. Louis, where his first occupation was that of book-keeper in the commission house of David Tatum. In the spring of 1851 he accepted the position of chief clerk on the steamer "Josiah Lawrence," plying between St. Louis and New Orleans, and was identified with various river steamers as chief clerk and master until the opening of the civil war, when he entered the Confederate service as private in Capt. James Pritchard's company, First Missouri Regiment. He was afterwards appointed quartermaster of the regiment, with the rank of captain, and after the promotion of Col. Bowen, of the First Missouri, to brigadier-general, Capt. Haines was made brigade quartermaster on his staff, with the rank of major. He participated in all of the engagements in which Gen. Bowen's several commands took part, and was in Vicksburg during the siege.

On being exchanged, Maj. Haines was sent to serve with Gen. L. S. Baker, in North Carolina, where he remained until the close of the war. Gen. Baker's command being cut off from the main army of Gen. Joseph E. Johnston, Maj. Haines was sent to Raleigh to arrange terms of surrender with Gen. W. T. Sherman. Having previously known Gen. Sherman in St. Louis, Maj. Haines secured the same terms given to Gen. Lee, and was designated as paroling officer of Gen. Baker's command. After the war closed, Maj. Haines returned to St. Louis and resumed his river occupation, becoming captain of the steamer "Stone-wall," plying between St. Louis and New Orleans. In December, 1865, he married Miss Abbie Kennerly, youngest daughter of Capt. George H. Kennerly, formerly of the United States army, and whose mother is a daughter of the late Col. Pierre Menard, of Kaskaskia, Ill. The fruits of this marriage were four daughters and three sons. Maj. Haines was for twelve years general freight agent of the Mississippi Valley Transportation Company, which position he held until February, 1882, when he became one of the proprietors of the Lindell, and of the Hotel St. Louis, at Lake Minnetonka, Minn.

The **Pacific Hotel** was completed in January, 1857. It was located at the corner of Poplar and Seventh Streets, was three stories high, and had a front on Seventh Street of more than eighty feet. The ground-floor was divided into stores; the second floor contained the office, dining-room, and some sleeping apartments; and the third floor was divided into small rooms separated by lath and plaster partitions. The capacity of the house was about one hundred guests. George B. Field, who was the owner, leased the hotel to Daniel W. Strader, who opened it in June following, with Jacob Lyons as his partner. Its career was destined to be a short one, and to terminate with the most appalling catastrophe that had ever befallen St. Louis. On the morning of Saturday, Feb. 20, 1858, between three and four o'clock, the building was discovered to be on fire, and before the lodgers on the third floor could be aroused the flames had cut off all means of egress by the stairways. The terrified guests, finding no safety except in leaping to the ground, did so in many instances and escaped more or less injured. So rapid was the spread of the flames, owing to the combustible nature of the building, that many were unable to escape from their rooms. There were about seventy-five persons in the hotel at the time the fire broke out. Of these forty-four escaped uninjured. The killed numbered nineteen, of whom only ten were identified, as follows: Henry A. Rochester and T. Hart Strong, of Rochester, N. Y.; infant child of J. Jones, Bruce McNitt, Paul Steinestel, and Miss H. Hunter, of St. Louis; Evans J. Watkins, Columbus, Ohio; Ephraim Doane, Chicago; Mrs. H. Hubbard, Boston; and J. Wag-
oner.

James Francis Geary, local reporter of the *Leader*, and Elihu Hays died on February 24th from injuries received at the fire, making the entire number of deaths twenty-one. A meeting of citizens to provide for the burial of the dead and the relief of the wounded was immediately called. Col. Thornton Grimsley presided, and committees were appointed to provide for the interments and to obtain subscriptions for the survivors. Twelve of the dead were buried in Bellefontaine Cemetery, their remains being followed to the grave by the largest procession ever seen in St. Louis. The survivors, so far as they could be discovered, were handsomely cared for and assisted.

The Southern Hotel.—Early in 1857 efforts were made by public-spirited citizens to erect a finer and larger hotel than any that St. Louis could then boast of. Meetings were held, propositions submitted, a company formed, a charter obtained, and subscription books opened. A site was purchased and the cellar

walls built, but the scheme languished, and in 1859 it was seriously proposed to divide the property into lots and sell it. This was not done, however, and in the early part of 1860 the company obtained from the Legislature an act exempting its property from city and county taxation for ten years. New life was infused into the project, and Thornton Grimsley, John A. Brownlee, George Knapp & Co., Henry T. Blow, John J. Anderson, Charles McClaren, Robert K. Woods, B. M. Runyan, Belt & Priest, and Taylor Blow associated themselves together to finish the hotel. The work was resumed, and continued with long and frequent intervals of delay until 1865. The hotel fronted on Walnut, Fourth, Fifth, and Elm Streets,—on Walnut Street, two hundred and seventy feet; Fourth and Fifth Streets, one hundred and thirteen feet six inches each; and on Elm Street, sixty feet, and was six stories high, in the Italian style of architecture. On Dec. 6, 1865, it was opened with a ball, with Messrs. Theodore Laveille, Charles P. Warner, and George W. Ford as proprietors. It was sold in August, 1866, to Col. Robert Campbell.

The hotel was destroyed by fire early on the morning of April 11, 1877. The fire was discovered at twenty minutes past one o'clock in the basement of the hotel. The inmates were aroused as far as possible, and an alarm was sounded through the agency of the district telegraph. This brought out the salvage department, but the key of the fire-alarm telegraph-box having been lost or mislaid, it was ten minutes before the city fire department could be notified. On the first call six engines and two hook-and-ladder companies responded, but, the fire gaining rapid headway, two subsequent alarms were sent in, calling out the entire department. To the natural progress of the flames was added the flood of gas from the large pipe used in supplying the hotel, and it was soon found impossible to save the building, which was totally destroyed. When the department reached the scene the flames had gained such headway that the efforts of the firemen were directed particularly to saving the lives of the inmates. Of these there were several hundred, including a number of female domestics, who slept on the sixth floor of the hotel. The fire was first discovered in the store-room, which was in the basement near the passenger elevator, and the flames, ascending through the elevator shaft, spread immediately over the two upper floors, and filled all of the halls and corridors above the ground-floor with dense smoke, which rendered escape a matter of the greatest difficulty. The loss of life was exclusively among the occupants of the fourth, fifth, and sixth floors, who, their means of escape being cut off

by the fire, either fell or jumped into the streets and were killed. Many, however, were saved through the agency of the fire department and citizens by means of ladders, and there were scores of rare instances of heroism on the part of rescuers, whose efforts were rendered peculiarly dangerous owing to the height of the burning building and the inaccessibility of the upper floors.

The conflagration was made the subject of an investigation by the proper authorities, the jury consisting of John McNeil (foreman), Sylvester H. Laffin, Walter C. Carr, Jacob Tamm, Charles W. Irwin, and George Bain. Ninety-two witnesses were examined, and in rendering their verdict the jury said, "As to the cause of the fire, we have no testimony sufficient to base an opinion on, but from the dryness of the woodwork and the inflammable material in the storeroom, wine-room, and carpenter-shop, all situated in the basement of the hotel, it would have required only the slightest spark in a very few minutes, if not discovered, to have caused a fire of such magnitude as to be beyond ordinary control."

The victims of the fire were George F. Gouley, of St. Louis, secretary of the Grand Lodge A. F. and A. M. of Missouri, who was killed by falling from a fourth-story window on the Walnut Street side.

Henry Hazen, of New Castle, Pa., assistant engineer Missouri Pacific Railroad, killed by falling from a third-story window.

Mrs. Abbie Moran, Mary Dolan, and Kate Reilly, all domestics employed in the hotel, killed by falling from a fifth-story window of the south wing.

Rev. A. R. Adams, vicar of the parish of Stockross, Berkshire, England, killed by falling from a fourth-story window on the Fourth Street side.

Mrs. Jennie Stewart, wife of W. S. Stewart, of St. Louis, killed by the breaking of an improvised rope while being lowered by her husband from a fifth-story window.

Charles A. Tiernan, a well-known St. Louis sporting man, killed while forcing his way into the burning hotel to rescue the inmates.

Andrew Einstman, of Teichmann & Co., St. Louis, killed by falling from an improvised rope while descending from the fifth floor at Fifth and Elm Streets.

H. J. Clark, formerly of North Adams, Mass., an ex-railway conductor, found in the ruins after the fire.

Mrs. Abbie E. Clark, wife of H. J. Clark, and child, found in the ruins after the fire.

In addition to the above, the body of an unknown man was found in the ruins, and William F. Munster, of England, committed suicide a few hours after escaping in safety from the hotel.

Two policemen reported that during the earlier progress of the fire, while engaged in rescuing people from the burning building, they heard two pistol-shots, and on entering the room where the reports came from saw the dead bodies of a man and woman. There were also several persons missing who were never successfully traced, but whose death at the time of the fire has never been clearly demonstrated.

The hotel building was owned by Robert Campbell, who estimated his loss at three hundred and seventy thousand four hundred and twenty dollars, which was ninety-two thousand dollars above the total insurance.

The blackened ruins and the crumbling walls remained a ghastly memento of this awful disaster for two years, when, through the untiring energy and perseverance of the prominent members of the Merchants' Exchange and other leading business men and citizens, chief among whom was George Knapp, senior proprietor of the *Missouri Republican*, a project for rebuilding the hotel took definite shape, and was speedily urged to a successful termination. Hon. Thomas Allen assumed the leading part in the movement, and to him more than to any other person was due the erection of the present magnificent building. For the construction of the hotel building, Mr. Allen engaged Messrs. George I. Barnett and Isaac Taylor, architects, to carry out his plans, and selected his son George W. Allen as general superintendent of the whole work. The Southern Hotel occupies the block between Walnut and Elm, two hundred and twenty-six feet, and Fourth and Fifth Streets, two hundred and seventy-five feet, has three fronts of stone on Walnut, Fourth, and Fifth Streets, and is six stories high, with an additional basement as highly finished as any floor of the house.

Mr. Allen obtained possession of the block on the 21st of May, 1879, when the preliminary work was commenced, and the building was begun in August, 1879. Mr. Allen's first and most solicitous object was to erect a thorough fire-proof house from basement to roof. To this end he bent all his energies, and enlisted the ingenuity of the architects and builders. On the principle that a building is only as strong as its weakest part, he resolved that there should be no weak place, and was constantly on his guard against a flaw. Enough of the heaviest railroad iron to lay seven miles of track was used as support for the floors, which are laid on solid cement. Besides the interior brick walls necessary to give strength to the structure, the apartment partitions are of gypsum, sand, cement, and pulverized coke, with no particle of wood in them. The doors, window-

frames, and other necessary wood-work are of gum, cypress, and ash, hard wood, and of the finest finish. Should fire occur in any of the rooms it would necessarily stop with the furniture and upholstery of the one room, as there is no chance of its eating through or crawling out. There is no exception to this thorough fire-proofing in any part of the building. The builders pronounce the Southern the most thoroughly fire-proof hotel structure in the world.

Among the additional features of special interest are two engines, basement fixtures, running machinery for elevators, electric light, and the latest improved

vators, two for passengers and three for freight and other purposes. It will thus be seen the means for ingress and egress are abundant.

The rotunda hall, extending from Walnut to Elm Streets, is two hundred and twenty-six feet long and sixty feet wide; the cross hall, from Fourth to Fifth Street, is two hundred and seventy-five feet long and twenty-six and a half feet wide, and the rotunda terminates in a skylight at the roof, the several floors being guarded by balusters. A terrace-garden on the roof over the grand dining-hall is ninety-eight by fifty-eight feet in extent, and safely guarded by an iron



J. H. Breslin, President.
C. P. Warner, Vice-President.
Thos. Breslin.

THE SOUTHERN HOTEL.

G. W. Allen, Secretary and Treasurer.
W. R. Allen.
Chas. P. Warner, General Manager.

smoke-consuming furnaces in the basement and kitchen, which also make drafts for carrying off all impure air. There are three hundred and fifty rooms for guests, connected with the office by a system of electric bells, and there is hot and cold water throughout the house. The building is heated with steam, and, besides, there are fireplaces and grates in every room for coal- or wood-fires. The public parlors are also thus supplied.

There are three main stairways of iron and slate, extending from the ground-floor to the upper story, for the use of guests, and two iron stairways for servants. Besides these there are five hydraulic ele-

railing. The garden is laid out with paths and promenades, and flowers and shrubbery watered by fountains. The furniture was ordered and selected wholly by James H. Breslin and Robert M. Taylor, and the entire outfit, including carpets, drapery, silverware, etc., cost two hundred and twenty-five thousand dollars. On May 11, 1881, the Southern Hotel was formally opened with a ball and banquet. Hon. E. O. Stanard, chairman of the committee of arrangements, introduced Hon. Thomas T. Crittenden, Governor of Missouri, who made a brief address. On the following day the new "Southern" began to receive guests. The first non-residents to register were Governor and

Mrs. Crittenden. The entire block was owned by Thomas Allen.

The Southern is managed by the Southern Hotel Company, as follows: James H. Breslin, president; George W. Allen, secretary and treasurer; Charles P. Warner, W. R. Allen, Thomas Breslin. Of these, James H. Breslin and Charles P. Warner were identified with the management of the old "Southern," and have a wide public acquaintance. The various departments are in charge of the following persons: W. M. Bates, general manager; John E. Mulford, private office and head book-keeper; E. V. Williams, cashier, late of Tift House, Buffalo, N. Y.; M. W. Quinn, chief room clerk; Charles E. Myers, room clerk, Tift House, Buffalo; F. W. Lee, key clerk; William A. Gilbert, key clerk; William Patton, night clerk; Horace M. Clark, steward. W. M. Bates, general manager, was placed in 1859 in a responsible position in the office of the famous St. Nicholas, New York, where he remained for years. Then he connected himself with the Ocean House, Newport, R. I., when he subsequently became a partner in the business. In 1877 he leased Congress Hall, Saratoga Springs, under the firm-name of Bates, Rogers & Farnsworth, and since has been connected with the Fifth Avenue, New York, and the Ocean House, Newport, R. I.

CHAPTER XXXIV.

BENCH AND BAR.

IN a large sense it may be said that the history of a community is written in the records and traditions of its courts of justice. If it has grown rapidly, and from small beginnings; if difficulties have beset its path, and a stirring, energetic people wrought great things with courage and foresight; if, above all, diverse elements of language and society have mingled and struggled there, the bench and bar will inevitably reflect these characteristics and meet these needs, it will be strong, brilliant, and original, offering high prizes to genius, but little place for mediocre talent. A glance at the political history of Upper Louisiana, from which Missouri was carved, shows that to this battle-ground young giants of the law found their way. Its ownership first by France, then by Spain, and afterwards again by France, introduced into its colonial practice peculiarities of both the Spanish and the French codes, and formed customs which in later times had to be interpreted and regulated by the principles of English law. When, in March, 1804, at St. Louis, Commandant Delassus

transferred the territory to Capt. Stoddard, representative of the United States, the throbbing current of American life flowed unimpeded into the quiet and almost Arcadian communities of Upper Louisiana. A wise policy prevented difficulties and harmonized conflicting interests, but for years Missouri courts had tasks before them which required the utmost tact, judgment, firmness, and acumen. It is easy to see why this should have been so. Three distinct classes of emigration had, previous to 1804, flowed into the Territory, attracted by its fertile soil, its abundant game, its mild laws, and the picturesque simplicity of its customs. From Canada by way of the great lakes and the network of streams that cross Illinois, or floating down the upper Mississippi, many French *voyageurs* had found their way, so that in some districts a French *patois* was almost the only language spoken. French and Spanish families from New Orleans ventured the voyage northward, and in some districts the Spanish element predominated. Sturdy Western hunters, trappers, traders, and farmers were beginning to occupy points of vantage and invest in lands, timber, and town property. The rude border life developed a race of plainspoken frontiersmen, who afterwards carried into their innumerable legal battles that necessarily grew from conflicting land grants and titles the same courage and tenacity that they showed in their Indian wars. The able and courageous lawyers who won their way to fame and fortune in the earlier days of Missouri were not only trained athletes of the judicial forum, but their lives were crowded with romantic incident and adventure.

It was absolutely essential to professional success that a lawyer should be thoroughly acquainted with the Spanish language and civil law. As Hon. W. V. N. Bay, late judge of the Supreme Court of Missouri, says in his interesting reminiscences of the bench and bar of that State, "A want of knowledge of either unfitted the claimant to legal honors to cope with those who had devoted years of laborious study to their acquirement."

The St. Louis bar was from the first a centre of legal activity in the Territory, and many of its members won national reputation. Among its characteristic leaders were such men as Benton, the Lucases, Geyer, Easton, Gamble, McGirk, Hempstead, Pettibone, Tompkins, Darby, Spalding, the Bartons, Lawless, Bates, Allen, Mullanphy, Leslie, Wright, Blennerhassett, Polk, Gantt, Williams, Bowlin, Leonard, Field, and others who belonged in the same brilliant *coterie*. The student of the bench and bar of St. Louis in its early days will search long for a parallel in points of force and originality. The lawyers of

Kentucky, of Southern Ohio, and of Indiana had the same extensive practice in profitable land litigation, and developed the same rough and ready wit, terse, epigrammatic speech, and Western eloquence; the lawyers of Texas, and at a later date those of the southern portion of California and of New Mexico had to struggle in like measure with the difficulties of the Spanish code and Spanish language; but only in Missouri were all these complex and varied elements mingled in stormy confusion, in a conflict of diverse creeds, systems, and languages, whose struggle and final harmonious union are written in the pages of court records and legislative enactments of Territory and State.

There were a few capable and efficient lawyers, mostly French, in St. Louis previous to 1804, and they soon found that the American purchase meant for them only increased business activity and infinitely broader opportunities, which they were not slow to embrace. In many cases the wise policy of the United States retained the former alcaldes as justices of the peace under the new government. The Chouteaus, the Chauvins, the Prattes, and the Leducs were leaders among the French citizens. In 1764, Col. Auguste Chouteau landed at what is now the foot of Market Street, St. Louis, and camped there. In 1799, when a census was taken, both St. Charles and Ste. Genevieve exceeded St. Louis in population, and drew much legal talent to their courts. Of the four legal and military districts of St. Charles, St. Louis, Ste. Genevieve, and Cape Girardeau, no one could in 1804 foresee which would contain the metropolis. In that year Col. Rufus Easton and Edward Hempstead came to the Territory.

At this time the district of Louisiana, in which St. Louis was situated, was attached to the Territory of Indiana, whose courts exercised jurisdiction over the newly-acquired country. The Governor and judges were instructed by the act of Congress of March 26, 1804, to hold two courts a year at St. Louis and enact such laws for the immediate government of the district as they might find necessary. Accordingly, William Henry Harrison, Governor, and Thomas Terry Davis, Henry Vanderburgh, and John Griffin, judges of the Territory of Indiana, adopted a code of laws for the government of the district. The first law in the code established the office of sheriff, the second was one for regulating boatmen, the third established recorders' offices, the fourth was entitled "a law respecting slaves," the fifth was "a law of defalcation," and the sixth "regulating the oath of office."

A copy of the *Republican Register*, a newspaper published at that period in Rushville, Ky., dated June

20th, contains a letter, dated Vincennes, May 29, 1805, which thus describes the holding of the first general court in St. Louis:

"The first general court in and for the district of Louisiana was opened in the town of St. Louis on Tuesday, the 6th of May inst., at about eleven o'clock A.M. The judges, Vanderburgh and Griffin, being attended by the sheriff and his deputy, the bar, and a respectable number of citizens, proceeded to the house of Monsieur Chouteau. After the grand jury (which was composed of twenty odd of the most respectable citizens) were sworn, his Honor Judge Vanderburgh delivered a charge of some length, in which he congratulated them upon the happiness and prosperity they would experience from the change of government. The grand jury continued their session from Tuesday until Friday morning. They found an indictment against one Davis for murder, without malice, of his father-in-law, and one against one Hunter and Dennis for the willful murder of one Clark, a presentment against the inferior court, and one against John Mullanphy, Esq., as presiding justice of the inferior court of the district of Louis. Hunter, upon traversing the indictment, was acquitted; Dennis was found guilty of manslaughter and punished; Davis was acquitted, and so was Mullanphy. The Indian prisoner, who was some time in confinement in the garison at St. Louis, in endeavoring to make his escape (a few days previous to the arrival of the President's pardon), was shot by the sentinel, and from the wound he received was enabled to get about six miles, where he was found dead some time after. During the sitting of the court the Sioux nation of Indians brought down a prisoner for having killed two Canadians. There was no confession by which he was justified in the commission of the act. The court, after a session of fifteen days, during which a variety of business was done, adjourned till court in course."

The letter mentions an "inferior court," which appears to have been formed of a quorum of justices of the peace, over which John Mullanphy presided.

Courts of Quarter Sessions, to hold four terms each year, were established for the five sub-districts into which the district was divided, with a sheriff and recorder for each sub-district, the court at St. Louis to meet on the third Tuesday of June, September, December, and March. The first session of this court in St. Louis, as stated elsewhere, was an Oyer and Terminer held Dec. 18, 1804, at the tavern of Emilien Yosti. The justices present were Auguste Chouteau, Jacques Clamorgan, David Delaunay, and James Mackay, and the sheriff was James Rankin. Charles Gratiot was presiding justice, and Edward Hempstead was deputy attorney-general *pro tem*.

By the act of March 3, 1805, Congress provided for the appointment of three judges, who with the Governor should constitute the Legislature of the newly-created Territory of Louisiana. These judges were J. B. C. Lucas, John Coburn, and Rufus Easton, who constituted what was known as the Superior Court. Before the new government was organized, however, the Court of Quarter Sessions had held another term, March, 1805, Charles Gratiot presiding.

In addition to those already named, Alexander McNair, of St. Louis, and Richard Caulk, James Richardson, and John Allen, from the other sub-districts, occupied seats on the bench. In 1806 the judges of the Superior Court were J. B. C. Lucas, R. J. Meigs, and Otho Strader. In June of this year the Territorial Legislature provided for a general court to be held in St. Louis twice a year, which exercised the functions of a Court of Appeals or Supreme Bench, and in October of the same year for a clerk of the General Court, Joseph V. Garnier being appointed to the position. In 1807 the Legislature passed an act reconstructing the courts, which provided that judges of the Common Pleas should be appointed by the Governor for each district for four years, two being a quorum to hold court. There were to be three terms a year in St. Louis, on the first Mondays of March, July, and November. The act also provided for a Court of Oyer and Terminer (criminal), to consist of the judges of the General Court and the Common Pleas judges of the respective districts when the punishment involved life or death. Other criminal cases were to be tried in the Quarter Sessions, with a clerk for each district. It was further provided that a Supreme Court, called the General Court, should sit in St. Louis on the first Mondays of May and October.¹

In the mean time the Common Pleas Court had been in active operation. At the March term, 1806, Joseph Browne was presiding justice, with Messrs. Chouteau, Delaunay, and Mackay associates; Andrew Steel, prothonotary. At the special term of Quarter Sessions, in October of the same year, Jacques Clamorgan, Bernard Pratte, and William Christy were the justices in attendance. The sheriff at this time was Jeremiah Connor. In June, 1807, Silas Bent assumed the duties of presiding justice of the Common Pleas, having been appointed to that position by acting Governor Bates. On the 19th of September, 1808, a Court of Oyer and Terminer was held, J. B. C. Lucas presiding, with Judge Chouteau as associate. At the February term in 1809, Judge Lucas' associates were Judges Pratte and Labeaume.

The act of Congress of June 4, 1812, provided that there should be three judges of the Superior Court, to serve four years, and by the act of the Legislature Aug. 20, 1813, the old courts were abolished, and it was provided that three judges of Common Pleas for each county should be appointed by the Governor for four years. These courts were to hold three terms a

year, those for St. Louis on the third Monday of February, first Monday of June, and third Monday of September. The clerks of these courts were also to be recorders of deeds. On the 4th of January, 1815, county courts were established for each county except Arkansas; the term in St. Louis commencing on the second Monday in March, June, September, and January, the clerk for each to be recorder. The Territory was divided into two circuits,—St. Louis, St. Charles, and Washington constituting the northern circuit, and Ste. Genevieve, Cape Girardeau, and New Madrid the southern, with three terms a year, commencing in St. Louis on the second Mondays in February, June, and October. The old courts were abolished, and a clerk for each county was to be appointed by the judges. The Superior Court was to hold one term annually in St. Louis, commencing on the first Monday of July. On the 15th of the same month the office of attorney-general of the Territory was abolished, and a circuit attorney for each circuit provided for. An act of Jan. 21, 1816, directed that the Superior Court should hold two terms annually in each circuit (commencing in St. Louis on the third Monday of March and September), and that a clerk for each circuit should be appointed. The same act abolished the county courts and transferred their duties to the Circuit Courts. The latter met in St. Louis on the first Monday in May, August, and November, and the Superior Court on the third Monday in March and September. On the 1st of February, 1817, the Legislature passed an act changing the time of holding the courts,—Superior Court in St. Louis, northern circuit, fourth Monday in March and August; Circuit Court in St. Louis, second Monday in February, June, and October. In 1818 the Circuit Court of St. Louis met on the first Monday in April, August, and December, and the Superior Court on the fourth Monday in April and the third Monday in September. The following is a list of the presiding justices, clerks, sheriffs, etc., of the Courts of Common Pleas under the old organization:

PRESIDING JUSTICES.

Charles Gratiot, appointed December, 1804, by Governor Harrison.

Joseph Browne, appointed March, 1806, by Governor Wilkinson.

Silas Bent, appointed June, 1807, by Secretary Browne.

William Christy, appointed March, 1813, by Governor Howard.

CLERKS OF THE COMMON PLEAS.

Rufus Easton, appointed December, 1804, by Governor Harrison.

Thos. F. Riddick, appointed March, 1805, by Governor Harrison.

Andrew Steele, appointed March, 1806, by Governor Wilkinson.

¹ For a full account of the proceedings of this court see Chapter XIV. of this work, vol. i. p. 331-34.

William Christy, appointed March, 1807, by Secretary Browne.
 Thomas F. Riddick, appointed July, 1807, by Secretary F. Bates.

SHERIFFS.

James Rankin, appointed December, 1804, by Governor Harrison.
 Josiah McLanahan, appointed June, 1805, by Governor Harrison.
 Jeremiah Connor, appointed September, 1806, by Governor Wilkinson.
 Alexander McNair, appointed November, 1810, by Secretary F. Bates.
 John W. Thompson, appointed July, 1813, by Governor Clark.
 Joshua C. Browne, appointed April, 1819, by Governor Clark.

DEPUTY ATTORNEYS-GENERAL.

Edward Hempstead, appointed December, 1804, by Governor Harrison.
 Rufus Easton, appointed March, 1805, by Governor Harrison.
 Edward Hempstead, appointed June, 1805, by Governor Harrison.
 James L. Donaldson, appointed December, 1805, by Governor Wilkinson.
 Edward Hempstead, appointed May, 1809, by Governor Lewis.
 Thomas T. Crittenden, appointed November, 1810, by Governor Howard.
 Robert Wash, appointed November, 1811, by Secretary Bates.
 David Barton, appointed March, 1813, by Secretary Bates.

CORONER AND CONSTABLE.

William Sullivan, appointed December, 1804, by Governor Harrison.

In 1825 the Legislature passed a law establishing judicial districts and circuits, which prescribed the following as the times of holding the several courts in St. Louis County: The Supreme Court in the city of St. Louis on the fourth Mondays of May and November; the Circuit Court on the fourth Mondays in March, July, and November; the Probate Court on the first Mondays of March, June, September, and December.

The St. Louis Criminal Court was established in 1839 (the first term to be held in March of that year), with a view of giving the Circuit Court full time to transact the civil business of the county, criminal business having before that time attached to that court alone. In progress of time the Common Pleas Court, and even the land commissioners' court, was created with the design to relieve the Circuit Court of a portion of its labors.

Soon after the admission of Missouri into the Union the entire State was made one United States district, with a District Court which sat twice a year, usually for a very few days, at Jefferson City; and a Circuit Court for that district sat twice a year at St. Louis, the district judge holding it either alone or in conjunction with the United States Supreme Court justice assigned to the circuit of which Missouri composed a part. Prior to 1852 the admiralty jurisdiction of the

United States District Courts had been so strictly construed that very few "steamboat suits" were brought in that of Missouri, and litigation of that description was almost entirely confined to the State tribunals.

But at its December term of 1851 the United States Supreme Court made a decision, in the "Genesee Chief" case (12 Howard, p. 443), by which the admiralty jurisdiction of the United States courts, previously regarded as confined to tide-waters,—the "navigable waters" at common law,—was held to extend to the great lakes and rivers, navigable in fact. As such jurisdiction was superior, in most cases, to that of any State court, the Missouri District Court began to be crowded with cases affecting steamboats and other river-craft and river men. As the trial of these cases at Jefferson City occasioned great inconvenience and expense to litigants residing at St. Louis, there soon arose a very general demand for the establishment of a United States District Court in St. Louis.

But various difficulties in the way of it were soon discovered. The first suggestion, as of the most economical plan, and therefore that most easily and promptly to be got through Congress, was that sessions of the District Court should be held in St. Louis as well as at Jefferson City, or that the court should be entirely transferred to the latter place. To either of these plans there were serious objections. As the entire Indian country between the western boundaries of Missouri, Iowa, and Minnesota was then annexed for certain purposes to the Missouri district, and offenders against the laws in that country were tried in that district, the administration at Washington objected to the additional expense and trouble which would arise from the transfer of trials to St. Louis, and the steamboat interests of the upper Missouri River and its tributaries joined in the objection. Against the holding of terms at St. Louis by the district judge, who resided at Jefferson City, it was objected that, as an admiralty court is always in session, and the great bulk of admiralty business in Missouri arose at St. Louis, either the judge would have to remove to St. Louis, or the lawyers would still have to go to him at Jefferson City, not then connected by railroad with St. Louis, to attend to the business constantly arising between the regular terms of court. The opinion of the bar and of the commercial public therefore soon settled upon the plan of dividing Missouri into two districts and establishing a separate District Court at St. Louis.

Senator Stephen A. Douglas had about that time suggested a reorganization of the Federal judiciary, and a part of his plan was to compose the Circuit

Court of all the district judges within the circuit, sitting together, as an appellate court. This suggested the plan which was finally adopted for the organization of the United States Circuit Court at St. Louis. A bill was drafted by which the old district was divided into the Eastern and Western. Judge Wells was assigned to the Western, in which he had so long resided, a new district judge was to be appointed for the Eastern, and both judges were to sit in the Circuit Court at St. Louis, the senior in commission to preside in the absence of the Supreme Court justice.

The bill above described was introduced into the United States Senate by the senior Missouri senator, Henry S. Geyer, and with the support of his colleague, Senator James S. Green, and of Senators Seward, Fessenden, and Douglas, promptly passed that body. It ran some risk of delay under the rules in the House of Representatives, but through the parliamentary skill and great personal influence of Hon. John S. Phelps it was taken up and promptly passed by that body on the last day of the session, March 3, 1857. It was at once approved by President Pierce. The Missouri delegation in Congress presented to him its unanimous recommendation of Hon. Samuel Treat for the new judgeship. The President at once made the nomination, with the complimentary remark that Judge Treat was also his own choice. Indeed, so general had been the recognition of his especial fitness for the distinguished position, that the name of no other person had been mentioned in connection with it. The Senate unanimously confirmed the appointment, and his commission was signed by President Pierce.

After devoting the necessary time to finishing up the pressing business of the St. Louis Court of Common Pleas, Judge Treat took the oath of office on March 23, 1857, and on the next day organized his District Court. At the next term of the new United States Circuit Court, on April 6, 1857, he took his seat with Judge Wells on the bench.

Up to 1877 the courts of St. Louis exercised jurisdiction over both city and county, but in that year a separate county court was organized, and a new court-house for the county was erected at Clayton in the following year.

From 1804 to 1812 the courts provided an abundance of work for members of the St. Louis bar. The treaty of cession stipulated that the "inhabitants of Louisiana should be protected in the free enjoyment of liberty, property, and religion." Congress passed various acts to enforce these rights, but, as John F. Darby, one of the leading lawyers of early St. Louis,

says, there were not, up to 1811, three perfect land titles in all Upper Louisiana. Spanish grants and conflicting claims of every sort, growing out of surveys of a primitive kind, and judicial decisions under French, Spanish, and American law gave the lawyers enough business. A similar state of affairs in California has produced corresponding results, some of the famous land cases there being still in court after twenty years of conflict among opposing claimants. Lawyers who won renown in these entangled civil cases were fit to cross weapons with the best legal talent of the country, and their fees were correspondingly large. It was a time when "homespun ways" ruled everywhere, and judges who presided at the Circuit Courts and young lawyers who pleaded before them were trained in a hard, healthy school that developed manhood and originality.

Old files of the St. Louis papers throw considerable light upon the state of society in these earlier years. Sept. 23, 1808, the trial of George Duillard for the alleged murder of Antoine Bissonette came off in the District Court. Hon. J. B. C. Lucas presided, and Hon. Auguste Chouteau was associate justice. Attorney-General John Scott prosecuted the case, and Edward Hempstead, W. C. Carr, and Rufus Easton were the prisoner's counsel. The facts were briefly these: Manuel Lisa, a wealthy St. Louis trader, and the prisoner had, in 1807, joined forces and embarked merchandise which, with their outfits and equipments, were worth \$16,000, as a venture on a trading voyage to the sources of the Missouri. They had engaged the deceased to serve for three years, and to do duty not only as a hunter, but also to mount guard, and to obey his employers in every particular. Bissonette also agreed that he would not leave their service on any pretext whatever. But while near the mouth of the Osage River he deserted, and Mr. Lisa, commander of this party of traders in a hostile Indian country, sent Duillard and others in pursuit, saying, "Bring him, dead or alive." Duillard found him, and, after calling on him to surrender, shot him in the shoulder, from which wound he died the next day, after saying that "no one had treated him ill, and he did not know why he deserted." Every possible care was taken of him. The jury in fifteen minutes returned with a verdict of acquittal.

All the lawyers who took part in this case became noted afterwards. John Scott, prosecuting attorney, was born in Virginia in 1782, graduated at Princeton in 1802, first located in Indiana, but went to Missouri in 1804.

Judge William C. Carr, son of Walter Carr, was born in Albemarle County, Va., April 15, 1783;

studied law, and came to St. Louis March 31, 1804, at the age of twenty-one years, being only twenty-five days on the trip by water from Louisville.¹

After remaining a month here he went to Ste. Genevieve, then a larger place, to settle. Here he married his first wife, Ann, daughter of Aaron Elliot, and remained one year, when he returned to St. Louis to settle permanently.

He was appointed circuit judge by Governor John Miller, and held the first term of his court July 24, 1826. Judge Carr retained this office about eight years, and then resigned it, retiring to private life, and died March 31, 1851, aged sixty-eight years.

Judge Carr left a numerous progeny,—by his first wife three daughters, who all married; and by the second, Dorcas, a daughter of Silas Bent, Sr., whom he

¹ Charles Carr, brother of Judge William C. Carr, and father of Walter C. Carr, at one time president of the Boatmen's Savings Institution, and R. E. Carr, at one time president of the Exchange Bank of St. Louis, died near Lexington, Ky., Nov. 14, 1868. He was born in Spottsylvania County, near Fredericksburg, Va., on the 29th of October, 1774. His father, following the footsteps of Daniel Boone, removed to the wilderness of Kentucky in 1777, leaving Charles, only three years old, with his relatives till 1785, when he accompanied a family over the mountains to his father's house, not far from Lexington, then containing only a few log cabins.

At the age of nineteen he volunteered as a soldier, in company with Samuel R. Combe and other neighbor boys, in a Kentucky regiment under Gen. Wayne, and was in all his operations against the Northwestern Indians, terminating in a bloody and decisive victory at the foot of the Maumee Rapids, some ten miles above the present city of Toledo. He was married in 1801 to Miss Elizabeth Todd, daughter of Gen. Levi Todd, also an early emigrant to Kentucky, and one of the most distinguished of her Indian-fighters and bunters. He was for some years a merchant in Lexington, and about the year 1808, in conjunction with William R. Morton, bought out the sheriff's office from the oldest magistrate for two years, and continued in that office for eight or ten years by successive purchases from senior justices, who had the right to sell, as the law then stood. In the discharge of his various official duties he was always polite and courteous.

While holding this office the disastrous battle of River Raisin was fought by Gen. Winchester on the 22d of January, 1813, in which so many gallant Kentuckians lost their lives. A call was made for more troops, and Mr. Carr was among the first to volunteer in Col. William Dudley's regiment. His high character and business habits induced Col. Dudley to appoint him paymaster, which office he held throughout the campaign and until the troops were paid off according to a special act of Congress. He was taken prisoner at Dudley's defeat opposite Fort Meigs, on the 5th of May, 1813, robbed of his hat and coat, as all the prisoners were, and forced to run the gauntlet into old Fort Maumee, long before given up by the British, and then rotted to the ground. In this terrible exploit many were killed and wounded, but Mr. Carr was fortunate in escaping without an injury. Mr. Carr returned home and resumed his official duties, in which he continued several years, and at the close was elected to the Legislature. In 1827 he removed to the farm on which he died.

married in 1829, several sons and daughters. His fifth daughter, Eliza B., was married to William H. Ashley, Lieutenant-Governor and member of Congress; the sixth, Harriet, to Capt. James Deane, United States army; and the seventh, Virginia, to the late Dr. E. Bathurst Smith.

The St. Louis Circuit Court, of which Mr. Carr was judge, embraced five large counties, and extended nearly to the Arkansas line. So large was it that it was commonly called from its largest county the "State of Gasconade," and Dr. David Waldo, clerk of the courts, was usually called "Governor" of this State.² There were many saw-mills in the then extensive pineries, and the lumber was rafted to St. Louis. Circuit Court was held at Mount Sterling in a log court-house. Although Judge Carr stood high at the bar, he had personal enemies, and they succeeded in having articles of impeachment presented by the Legislature. In the winter of 1832 the trial occurred, he being charged with neglect of duty, incapacity, and favoritism, but he was acquitted after a protracted investigation. Among the lawyers who practiced in this Circuit Court were Gamble, Bates, Geyer, Darby, Cole, and others.

Upon the death of Judge Carr the members of the bar, with some of whom he had been associated for over thirty years, passed the usual resolutions of respect. He had been fortunate in his investments at a time when it required little money to purchase property in what is now the heart of the city.³

Edward Hempstead was another of the distinguished arrivals of 1804, and the high place he at once took is sufficient proof of his ability. His biography will be found in full elsewhere.

But the man whose advent in the struggling St. Louis of 1804 was, perhaps, of the greatest importance to the community was Rufus Easton, one of the most profound lawyers of that brilliant era, when such

² This Dr. Waldo, afterwards companion of the Bents and Sublettes, was an unusual man in an age of original characters. He was self-taught, but his acquirements would have been remarkable anywhere. At one time he was clerk of Circuit Court, *ex officio* recorder of deeds, clerk of the county court, justice of the peace, deputy sheriff, postmaster, major in the militia, and a practicing physician. He accumulated a large fortune, and was almost the idol of the community in which he lived.

³ Alfred W. Carr, a nephew of Judge Carr, was born in 1804, in Kentucky graduated at Transylvania University, began practice in Missouri in 1823, in the St. Charles Circuit, Hon. Beverly Tucker judge, and soon became widely known, but died in his early manhood, leaving a young wife, daughter of Maj. Graves, of Kentucky. She afterwards married Col. Chambers, a lawyer, who became editor and part proprietor of the *Missouri Republican*.



Rufus Easton

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luminaries as Geyer, the Bartons, Gamble, Spalding, Allen, Lawless, Mullanphy, Bates, and Leonard were leaving their impress upon the laws, statutes, and institutions of Missouri. The fame of these men filled the State, and any one of them would have held a place in the front rank of any professional brotherhood in this country. Rufus Easton was born in Litchfield, Conn., May 4, 1774. His parents were of English descent, and some of the family rendered important services in the Revolutionary war. He received a good education before entering upon the study of the law. In February, 1791, he became a student in the law-office of Ephraim Kirby, a prominent lawyer of Litchfield, and remained with him two years, completing his studies elsewhere, and obtaining a license to practice law. To what extent, if any, he practiced in Connecticut does not appear; but at the opening of the present century he is heard of at Rome, N. Y., where he soon became known as a promising young lawyer. Here he attracted the attention of the leading men of the Republican party, and was so deep in their confidence as to be consulted regarding Federal appointments in Western New York, as appears from letters addressed to him by Gideon Granger, Mr. Jefferson's Postmaster-General.

Mr. Easton spent the winter of 1803-4 at Washington. The subject of the approaching Presidential election was beginning to attract attention, and De Witt Clinton was prominently mentioned as a candidate, and was in communication with the leading Republicans. Just before Mr. Easton's departure for the seat of government, Mr. Clinton addressed him a note, requesting him to watch the progress of measures and act accordingly.

While in Washington Mr. Easton determined to remove to New Orleans, and left for that purpose early in March, armed with a letter from Aaron Burr to a gentleman in Louisiana. The young lawyer evidently had strongly impressed Burr, for the latter showed him many attentions, and did much to make his stay in Washington a pleasant one.

Mr. Easton did not, however, visit New Orleans, but decided to locate at Vincennes, Ind. His stay there was short, for in the same year he settled at St. Louis, which became his permanent residence.

He again visited Washington in 1804-5, and received attention from men of prominence. It was during this winter that Burr completed arrangements to carry out his favorite project of establishing a Western empire on the banks of the Mississippi, with New Orleans for its capital. It is probable that he then resolved upon securing the co-operation of Easton; and in order to increase Easton's influence

with the people of the Territory, as well as to place him under obligation to himself personally, he procured for him, in March, 1805, the appointment of judge of the Territory of Louisiana; and a few days later addressed him a letter, courteously phrased, and recommending him to make the acquaintance of Gen. Wilkinson, the newly-appointed Governor of the Territory, and others who, Burr said, were about to remove to the Territory. In the light of subsequent events this letter was of importance as foreshadowing Burr's conspiracy against the government, but there was nothing in it that then excited the suspicions of Easton, who interpreted it as merely one of the many civilities which he had received from Mr. Burr. That Burr and Wilkinson had formed an unpatriotic alliance fully appeared upon Burr's trial for treason; but Easton was not and could not then have been aware of the fact.

Burr spent that summer in a trip down the Ohio, visiting Blennerhasset's Island, etc., and in June, 1805, was at Massac, where, in anticipation of visiting St. Louis, he wrote Judge Easton a letter designed to establish the most intimate relations between him and Governor Wilkinson, which indicates that he hoped to find him, when he arrived in St. Louis, not only in harmony but on terms of confidence and friendship with that official.

Burr came to St. Louis in September, and the object of his visit was undoubtedly to secure the co-operation of Easton and other prominent men of the Territory in his scheme. He soon had a conference with Easton, and broached the subject of the empire, but received a decided and spirited refusal, and at once broke off all communication with him. After Burr left St. Louis, Wilkinson expressed a strong dislike for Easton, and circulated charges of official corruption against him, which came to the ears of President Jefferson, who, when Easton's commission expired, nominated another person to the office. Easton at once repaired to Washington, and sought an opportunity to meet the charges against him. He was granted a personal interview with Mr. Jefferson for that purpose, and the latter, being satisfied that Wilkinson's allegations were unfounded, appointed Judge Easton United States attorney. When Burr's conspiracy was officially disclosed to the President (in October, 1806), Judge Easton was appealed to for information on the subject, and frankly revealed all he knew. His own skirts were certainly clear of complicity in the matter, for as early as January, 1805, he wrote to Gideon Granger, stating his belief in the existence of a traitorous project to divide the Union, and in the following October informed the

President that "Gen. Wilkinson has put himself at the head of a party of a few individuals who are hostile to the best interests of America." Judge Easton was violently attacked by witnesses in Burr's trial for withholding certain important information regarding the plot from the government, but he filed a deposition disclaiming any knowledge beyond what has been related, and was completely acquitted in the judgment of the leaders of the administration. He enjoyed a friendly and interesting correspondence with Mr. Granger and many of the leading men of his time, and was honored with letters from Jefferson, Clinton, Calhoun, Granger, and many others.

In 1805 a post-office was established in St. Louis, and Judge Easton was appointed the first postmaster, a proof that the government reposed the utmost confidence in his patriotism and integrity. His popularity and influence in the Territory gradually increased, and in 1814 he was elected delegate to Congress and served four years. Upon the organization of the State government in 1821 he was appointed attorney-general, and continued in that office until 1826. He died at St. Charles, Mo., July 5, 1834.

During this long and varied career Mr. Easton was actively engaged in the practice of his profession, and was indisputably the leading lawyer of the Territory. He was noted more for the soundness and vigor of his intellect than for eloquence, although he was not without many of the graces of oratory. He expressed himself with extraordinary clearness and force, and would have been esteemed a strong debater at any bar in the country. But his chief excellence consisted in his fine executive and administrative talents. He discharged the duties of every one of the many and important offices he held with distinguished ability and unimpeached fidelity.

Judge Easton was a man of very kind heart, and was charitable to the full extent of his means. He and his accomplished wife (who was a native of New York) dispensed a most generous hospitality, and few strangers of note visited St. Louis without receiving an invitation to his house.

He left a large family. The oldest son, Col. A. R. Easton, is still living. There were seven daughters; one married the Hon. T. L. Anderson, of Palmyra, Mo.; another became the wife of the Hon. H. S. Geyer; the third married Archibald Gamble, a brother of Governor Gamble; another was the wife of Major Sibley, of St. Charles. Mrs. Sibley was a lady of fine literary taste, and with her husband founded and endowed the Lindenwood Female Seminary at St. Charles, which became and is yet noted as an institution of learning.

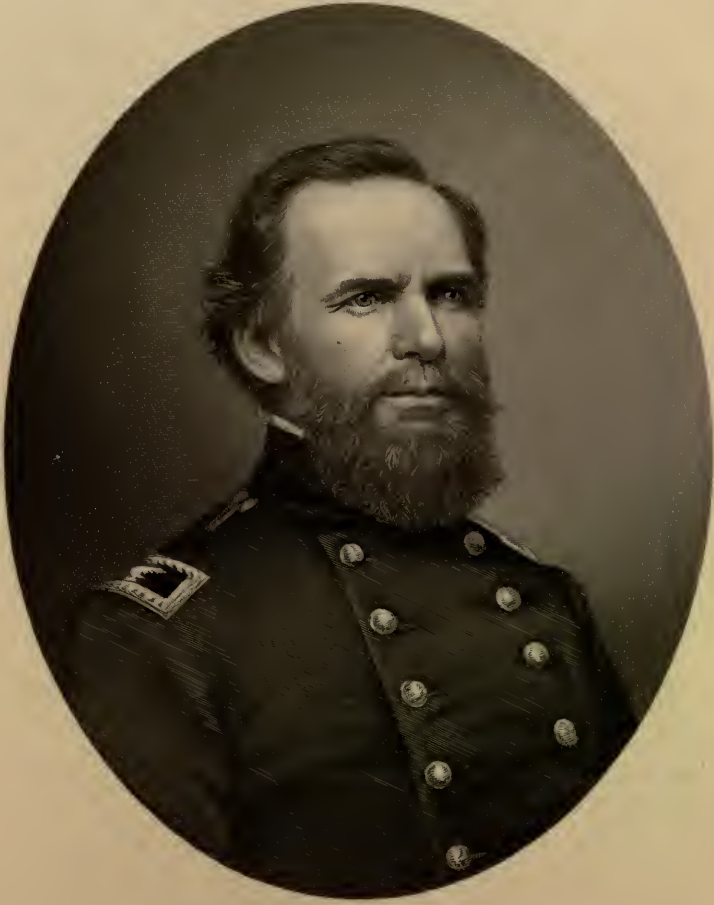
Judge Easton engaged largely in real estate speculation, his partner being William Russell, father-in-law of the late Hon. Thomas Allen. They owned the ground on which the present city of Alton, Ill., is situated. The city was named after Judge Easton's oldest son, and several of its streets after members of his family.

Col. Easton was a man of fine appearance. The portrait which accompanies this sketch is an excellent likeness, and is from a miniature taken when he was about forty years old.

Col. Alton R. Easton, the oldest son of Rufus Easton, was born in St. Louis, June 23, 1807. His early education was received at a private school conducted by Rev. Salmon Giddings, after leaving which he spent two years with the Rev. Dr. Townsend, a cultivated gentleman, who kept a select school on his farm on Shoal Creek, a tributary of the Kaskaskia River, Illinois. Here young Easton was instructed in the ordinary English branches and the classics. In 1823, in company with a son of Dr. Townsend, he was sent East to complete his education. The journey was made by carriage, but the usual rate of travel was so slow that the boys walked most of the way, and actually traversed the greater part of the distance through Illinois, Indiana, and Ohio on foot. At Cleveland, desiring to enjoy a new phase of travel, they took a sloop for Buffalo, and there rejoined their escort. The trip ended at Bloomfield, N. J., where for a year young Easton attended an academical school taught by the Rev. Dr. Perrine, and then in 1824 entered the Military Academy at West Point. At the end of two and a half years, however, owing to a misunderstanding with the authorities of the institution, he resigned, and in the winter of 1827 returned to St. Louis and engaged in the study of medicine with Dr. Samuel Merry. This well-remembered gentleman was also receiver of public money, and as he was in poor health, Easton was often left in charge of the office, and ultimately became practically the receiver himself.

Several years of this confining service affected his health unfavorably, and he left the office and for four years was engaged almost exclusively in hunting and fishing. He is wont to say that this was the most pleasant and interesting period of his life. This *regimen* and his campaigning in the Mexican war fully restored his health, and since the latter period he has scarcely known what sickness is.

In 1832 he started with his rifle, a solitary volunteer, to engage in the Black Hawk war, but peace was concluded before he reached the field of action. About the year 1833 the "St. Louis Grays" were



A. R. Easton
Insp. Genl M^o

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organized and became the crack company of the city, and Mr. Easton was for many years their captain. The organization of other companies in due season necessitated the formation of a regiment, and Capt. Easton was chosen colonel of the famous "St. Louis Legion." In May, 1846, when Gen. Taylor, after the brilliant battles of Palo Alto and Resaca de la Palma, appealed to Gen. Gaines for reinforcements, the Legion promptly responded to the requisition of Gen. Gaines. Within three days the regiment was recruited to about nine hundred men and was on its way down the river for Mexico, with Col. Easton in command. The Legion spent the summer at Bureto, on the Rio Grande, far from the theatre of war, and in the fall returned to St. Louis, without having participated in any engagements.

Early in the following year a requisition for volunteers was made, and St. Louis raised a battalion, with Col. Easton in command, and dispatched it southward. The force crossed the plains from Fort Leavenworth to Santa Fé. While on the march Col. Easton indulged his passion for hunting, and won much renown among the men of his command by shooting buffalo and other game. One of his adventures resembled, but greatly eclipsed, Putnam's exploit with the wolf. A wolf which he was pursuing suddenly disappeared in a cavern in one of the "salt licks" common to the West. He fired and killed him, and sent a companion down who dragged him out. A growl indicated the presence of another animal, and he shot, killed, and dragged out another. To his great surprise another savage demonstration was heard in the cavern, and a third shot resulted in the death and dragging forth of a third wolf.

On arriving at Santa Fé affairs were found in an extremely unsettled condition, and Col. Easton took the reins as military Governor and restored order. On being relieved by Gen. Sterling Price, he led his command to Chihuahua, arriving there in March, 1848. The rumors of an armistice then prevailing prevented the battalion from engaging in any military movements, although there was brisk fighting at Santa Cruz, only sixty miles away. Peace having been declared the regiment was ordered home, and was mustered out of the service in October, 1848.

Though in the service for a considerable period before war was declared, and long after the war was over, it so happened that Col. Easton saw no fighting whatever, notwithstanding the fact that in his two periods of service he probably traveled farther for a chance to fight than any officer in the army.

Upon returning from Mexico, Col. Easton resumed his field sports, and was a familiar figure in all the

unsettled portions of St. Louis and the adjacent counties. He was particularly expert with the rifle, and there were few men in the Southwest who were better marksmen. It is still his delight to talk of his exploits with rod and gun, and even yet he often indulges in his favorite pastimes. It is his custom annually to go into a "fall encampment" with certain of his sporting friends, who have built club-houses near Grand Tower, Mo., and on the Black River, Ark.

When the Territory of New Mexico was organized, President Fillmore offered him the secretaryship, but he declined the honor. In 1853, Mr. Fillmore appointed him assistant treasurer of the United States, at the request of Maj. H. S. Turner, who had resigned, and he retained this office until removed by President Pierce. After the war Col. Easton was strenuously urged to run for Congress, but declined.

From 1860 to 1864 he was a member of the county court. During his term the court-house was finished, and the insane asylum was in process of building.

When the street railway system was established in St. Louis, Col. Easton subscribed to the stock of several companies, and succeeded B. Gratz Brown in the presidency of the Citizens' Railway. From 1861 to 1864 he was inspector-general of the State of Missouri, under the celebrated "Order No. 96," which authorized the equipment and maintenance of a body of troops raised in Missouri under the authority of the Federal government, and bearing allegiance thereto, but to be employed exclusively for the defense of the State. In this capacity Col. Easton showed great ability as an organizer, and rendered the Union cause the most indefatigable and efficient service, his duties at times leading him into situations of extreme personal peril. His commission was signed by Governor Gamble, and he subsequently learned with pride that it was the first one issued by that official under the order in question.

For several years Col. Easton was the agent of Mrs. Tyler, of Kentucky, and efficiently managed that lady's vast estate. In 1873 he was appointed assessor of internal revenue by President Grant, of his own motion, and without the customary consultation with the Missouri delegation. When Grant lived in St. Louis and was but a retired army captain, Col. Easton had rendered him many services. Notably when a member of the county court he had advocated (though unsuccessfully) Grant's appointment as county engineer. Col. Easton held this office until it was legislated out of existence, and soon after that event was appointed pension agent by President Grant, who was

still anxious to show his regard for an old and trusty friend. He was often consulted by the President concerning appointments in St. Louis, and his recommendations were usually concurred in. To show the estimation in which he was held by the administration the following graceful note is appended :

"TREASURY DEPARTMENT,
"WASHINGTON, May 7, 1875.

"DEAR SIR,—The President directs me to tender you the office of collector of internal revenue at St. Louis, *vice* Maguire, resigned, and I beg to add an expression of my official and personal desire that you may see proper to accept the same.

"Please regard this communication as confidential, and answer by telegraph. The word 'yes' will be regarded as acceptance.

"Very truly yours,

"B. H. BRISTOW, *Secretary*.

"ALTON EASTON, ESQ., St. Louis, Mo."

Col. Easton did not accept the position, but at the expiration of his term as pension agent, in 1877, retired to private life, and has spent the succeeding interval in the enjoyment of well-earned ease. His years considerably exceed the Psalmist's limit, but he is yet vigorous in body and mind. When in the prime of life he wandered and hunted over the very spot where his large but modest residence now stands in West St. Louis, on a busy avenue called by his name, and so designated because of the respect which his townspeople entertain for him personally and their appreciation of his many and distinguished public services. Col. Easton is one of the few remaining links that connect the present with the Territorial period of the State, and in a long and singularly interesting career he has won and retained the high regard of two generations of his fellow-men.

Incidental reference has been made to Judge Silas Bent as a lawyer of eminence. His father, also named Silas, was born in Sudbury, Mass., in 1744, and was commander of the "Boston Tea Party." The subject of this sketch, one of seven children, was born in 1768, educated at Rutland, moved to Ohio in 1788, and afterwards to Virginia, where he married Martha Kerr. In 1804, after holding various surveyorships and associate judgeships, he was appointed chief deputy surveyor for Upper Louisiana by Albert Gallatin. In 1807 he was made first judge of the Court of Common Pleas for the district of St. Louis. The next year he became auditor of public accounts. In 1809, with Bernard Pratte and Louis Labeaume as associates, he was appointed presiding judge of the St. Louis court, and signed the first town charter. In 1811 he was again public auditor and first judge of the courts, and in 1813 became supreme judge of the Territory, was recommissioned, and held the office until it was abolished by the

admission of Missouri. Then he was appointed clerk of the St. Louis County Court, which place he retained until his death in November, 1827. His public duties were most onerous, and were ably and honestly performed. Of his seven children, the third, John, born in 1803, and admitted to the Missouri bar in 1824, gave great promise, and was very popular in St. Louis, where he held the office of circuit attorney, and at one time represented the district in the Legislature. He died in 1845. Charles Bent became Governor of New Mexico, and was murdered in a Mexican outbreak at Taos in 1847.¹ Julia married Governor Lilburn W. Boggs, during whose term the "Mormon excitement" occurred, and who in 1849 moved to California, settling in the Sacramento valley, where he died a few years later. The other children were Lucy, Dorcas, William W., Mary, George, Robert, Edward, and Silas.

Thomas Hart Benton came to St. Louis in 1813, and began the practice of the law. How large a part he played at the bar of St. Louis and in the councils of the nation his biography, on another page, relates in full. The mention of Benton recalls the Lucases, his lifelong enemies, whose lives are also given in full in another place. Charles Lucas, the son, who fell beneath Benton's pistol, was of great promise as a young lawyer, and seems to have been his father's favorite child up to the time of his unhappy fate. He, like his brother James, began his education at Jefferson College, Pennsylvania, passed the bar in 1814, was at once elected to the Legislature, and soon after appointed United States attorney for the Territory. It was his rapid advancement in political honors which probably earned him the hatred of Benton, who saw in him a formidable rival for that senatorship which was the goal of his own ambitions. Judge Lucas at least seemed to think so, and never relented

¹ Charles, William W., and some of the younger brothers were among the bravest of the mountain men who fought Indians, led parties across the plains, pierced the loveliest valleys and climbed the steepest slopes of the Rocky Mountains. Their deeds are forever a part of those stormy days of warfare with Blackfoot, Comanche, and other tribes of fierce warriors. They rank with Milton Sublette and his brothers Andrew, Saul, and William, with St. Vrain and Bonneville. They were traders, explorers, heroes, and the men whom they led were absolutely fearless, infinitely fertile in resource. Capt. Charles Bent was once seen to charge alone and check fifty Indians. His genius in Indian warfare was of the first rank. In 1829, with sixty men, he defeated over five hundred well-armed Indians on the Cimaron River. William W. Bent and two companions, while trapping beaver in New Mexico, were once attacked by two hundred warriors, but built a breastwork of stones, fought them for three days, and finally drove off their assailants. It was a time when the sons of the best families of St. Louis were on the frontiers. William W. Bent died in Colorado, May 19, 1869.

in his bitter hostility to and his relentless scorn of Benton. An instance of this occurred at a ball at the Planters' House, when Col. Benton was one of the invited guests. Judge Lucas was standing with his daughter at the head of the room when he saw Benton. Anxious friends endeavored to prevent a "scene," with no avail. Making his way to where Col. Benton stood, he coolly and deliberately surveyed him with the most contemptuous expression of countenance, and turning to his son James, in a distinct tone, and in his slightly broken accent, said, "It is a con-so-la-shion, my son, that whoever knows Measter Col. Thomas H. Benton knows him to be a rascal,—eh, my boy?" Col. Benton thought it wiser to brook the insult than to resent it, and shortly after left the room. There are many stories told of Judge Lucas. He was a man of faultless integrity, of immovable opinion, and of a haughty imperiousness. Old citizens speak of him as a little, bent old man, with snow-white hair and sparkling jet-black eyes.

James H. Lucas assumed care of the extensive estate left by his father, and filled many positions of trust and honor.

Of J. H. Lucas' family, the eldest daughter married Dr. J. B. Johnson; another married Silas Hicks, of New York, and some years after his death Judge Hagar, of San Francisco; J. B. C. Lucas possesses much of his father's business capacity; Robert married Miss Clara Kennedy, daughter of Dr. Kennedy, of the United States army; William, the eldest son, married a daughter of ex-Governor Horner, of Wisconsin, and is of a decided literary turn; James, Joseph, and Henry are the other children. His domestic life was in all respects a fortunate and happy one. In 1870, Wilson McDonald, the sculptor, executed a bust of Mr. Lucas, which was formally presented to him with a speech by Hon. John H. O'Neil.

In the Territorial days of Missouri three brothers, Joshua, David, and Isaac Barton, sons of a Baptist minister, were distinguished for their knowledge of the law, though David possessed the most talent, and was unquestionably one of the greatest men of his time. They were from the mountains of East Tennessee, where they had studied English law. Alexander Gray, James Peck, afterwards United States district judge for Missouri, and the three McGirk brothers, Matthias, Andrew, and Isaac, were also from this rugged region. The father of the Bartons, Rev. Isaac Barton, was born in Maryland in 1746, removed to North Carolina, and settled near Greenville, where David was born in 1783. Isaac Barton, the elder, afterwards moved to Jefferson County, Tenn., where he died in 1831; his wife Keziah survived until

1845, dying at the age of ninety-one. This worthy couple had twelve children born to them. One son was killed in the war of 1812. David began his education at Greenville College, now in Tennessee, but then in North Carolina, Tennessee being a part of that State up to 1796. The inscription on the monument to his memory erected by the State says he "came to Missouri in 1800," but this is a mistake, as he was admitted to practice in 1810 in Tennessee, and reached St. Louis the following year. In the war of 1812 he was an Indian ranger, as were many of the most noted lawyers of the day in the West. The memory of Jo Daviess, of Kentucky, yet lingers in the State made famous by his eloquence and consecrated by his life-blood. The leaders of the St. Louis bar in 1804-15 were no less brave, though more fortunate. Some of them were as familiar with the rifle, the sword, and the dueling pistol as with their Blackstone and Kent, and were notable figures at hunts in canebrake and forest, and at turkey shoots in the villages. Shortly after David Barton's arrival, Col. Easton remarked that he would become a famous orator, and in a few years he was one of the best stump-speakers of his party. When the first Territorial Legislature met, of which several Tennessee lawyers were members, an act was passed making the common law of England and British statutes, so far as not inconsistent with the Constitution of the United States, the law of the Territory. David Barton was immediately appointed circuit judge for St. Louis. In December, 1817, he found he could make more money in his private practice, and resigned his office. The Superior Court and the Circuit Courts of St. Charles, Washington, and St. Louis often thereafter rang with his eloquent pleadings. At this time, and for some years after, he was the most popular man in the State. When the Constitutional Convention met in June, 1820, David Barton was elected presiding officer by a unanimous vote, and so many of the provisions of the State Constitution were framed by him that the instrument is still known as the "Barton Constitution." That autumn, while his courtesy and administrative ability were still fresh in the public mind, the General Assembly met, and the election of David Barton as United States senator was by acclamation. Then followed that remarkable contest between Benton and Lucas, elsewhere more fully described. As is well known, Barton and Benton did not take their seats in the Senate until the passage of the Missouri Compromise, but in 1821 their first speeches gave them high rank as debaters, which they afterwards maintained throughout their public life.

In 1823 a correspondent of the *New York Advertiser* gave the following graphic description of these famous men: "It is striking to see the shyness which these two distinguished senators exhibit with regard to each other. On every political subject they are antipodes, and they seem to have for each other no great personal friendship. They never converse or associate either in public or in private. In debate they are uniformly opposed on every subject, but still they never, even in direct and sharp replication, allude to each other in the ordinary way, as 'my honorable colleague,' or 'my friend, the senator from Missouri.' In no way are they ever known to recognize each other, either in friendship and courtesy or in avowed hostility. In person and mind they also differ. Benton is tall, large, and erect. Barton is thin and of rather low stature. Benton's education and genius fit him for activity and stirring life; Barton's for quiet and sedentary pursuits. The former is the more laborious, the latter is the more highly gifted. Both are literary, but the learning of the former is the result of the hard study of his later years, while that of the latter grew with the growth of his own mind, and is affiliated with it. Benton's speeches, and particularly his writings, remind one of extracts, abridgments, and labored compilations, while Barton's words and ideas flow easily from a native and inexhaustible fountain. Benton is ambitious and aspiring; his colleague, on the other hand, is careless of political fame and advancement. Benton is lofty and imposing in his manner, and in temper high-toned, fierce, and contentious, while Barton is modest and unpretending, but dignified, cool, and resolute. Both of these gentlemen were born and educated in the old States, but have passed their lives chiefly in the new regions of the West, where they have filled with reputation the highest offices. Of the State of Missouri, which they now represent, they are eminently the founders, having been among the first to settle it, having framed its Constitution and established its laws, and having, as it is to be presumed, imparted much of their own strong and original character to its institutions and its population." It is evident from this that the personal friendship which in 1820 made Barton throw the whole weight of his influence for Benton's election had greatly waned, and that the way was opening for the estrangement of 1825, and his subsequent philippic against his colleague. In reference to the quotation just made the *St. Louis Republican* commented as follows: "Col. Benton was not a member of the convention which formed the present Constitution of Missouri, nor has he ever acted in a legislative

capacity since his removal to the State. He never was what is termed a popular man with the people. They have always viewed him with distrust, and time in developing his character has not served to do away their apprehensions. The same feeling which has heretofore existed would now prevent his elevation to any office which depends upon a manifestation of the popular will."

In describing Barton's eloquence, Judge Bay, author of the "Bench and Bar of Missouri," says that his wit, sarcasm, and invectives were terrible, and even overpowering. Benton was the best logician, but was far inferior in pathos, vehemence, and imagination. For ten years Barton served in the United States Senate with zeal and efficiency, but the support he gave to Adams in 1825, as against Jackson, urging John Scott, Missouri's representative, to vote for the former, was fatal to his political future, and he retired from public life for some years. Before this, however, he delivered his great speech, which was ranked at the time with Webster's famous reply to Hayne. Wrought up to the passionate heights of fearless and torrent-like oratory, he spared none of his opponents, not even Benton, whom he arraigned for official misconduct. The speech remains to this day a model of masterly invective and denunciation, and at this time he received the title of "Little Red," which clung to him the rest of his life. It was a rough-clad backwoodsman from Western Missouri who, after hearing this great speech, shouted through the Senate galleries and the streets in wild excitement, "Hurrah for the Little Red!" and when asked for an explanation, said he once owned a little red rooster which whipped all its opponents, and that "was like Dave Barton!" When public feeling turned so strongly against Barton that he was defeated, the opposition press called it a national calamity. The earnest leaders who afterwards organized the Whig party spoke with universal regret of his retirement.

St. Louis journals of July 13, 1830, contain accounts of a dinner given in his honor by his personal friends and those who approved of his public course. A preliminary meeting had been held July 7th, and the following gentlemen were appointed the managing committee: George Collier, Josiah Spalding, D. Hough, Jesse G. Lindell, Henry S. Geyer, W. R. Grimsley, F. L. Billon, W. H. Hopkins, D. B. Hill, C. Wahren-dorf, M. Tesson, J. Baum, William K. Rule.

On Saturday, July 10th, two hundred persons sat down to the banquet at the old Missouri Hotel. Mayor Daniel D. Page acted as president, and William Russell, Thomas Forsythe, James Clemens, and Thomas Cohen were vice-presidents. David Barton delivered

an address that occupied more than an hour. His friends in 1831 persuaded him to run for the Lower House as candidate against Spencer Pettis, of the Jackson party, but the latter was so overwhelmingly in the majority at that time that all Barton's eloquence could not turn the scale. In 1834-35 he was sent to the State Senate, and assisted greatly in compiling the "Revised Statutes." This ended his public life.

Many stories are told about David Barton's witty remarks. Once, when pleading a case before the Supreme Court, the judge (George Tompkins) stopped his argument with "Do you call that law?" "No, your Honor," he replied, with suavity, "but I did not know but that the court would accept it as law." He was short in build, broad-shouldered, and had a high forehead, and was very careless in his dress. His conversational powers were great. After his death, on the 26th of September, 1837, the State named a county after him, and also placed a marble shaft over his grave, whose inscription characterized him as a profound jurist, an honest statesman, and a just and benevolent man. The saddest fact in regard to his life is its close, which was clouded by an impaired judgment and by an intellect reduced almost to imbecility. The *St. Louis Republican* of Oct. 9, 1837, says, "Such has been the melancholy condition of his mind, from which for some time past there has been no hope of his recovering, that we cannot but look upon his death as a relief from a worse condition. The deceased was one of the most distinguished lawyers and politicians of the West. His name is particularly identified with the history of Missouri from the organization of the State government to the present time. He was alike distinguished for his eloquence and profound legal acquirements, and unaided by fortune or alliance, rose by dint of an indomitable spirit and his own capacious mind from rustic obscurity to fame and affluence. During the session of the Legislature of 1834-35, Judge Barton was observed to be unusually abstracted and moody; a slow but desponding melancholy seemed to be preying upon his faculties, which continued to assail him until he sunk at last into hopeless and desperate insanity, the inevitable symptoms of which were first recognized by his friends in a series of numbers which appeared in this paper during the past winter over the signature of 'Cornplanter.' His malady increased with the most frightful effects, leaving naught of the once highly-gifted statesman and critical jurist save an emaciated frame and a ruined and distracted mind."

Joshua Barton, brother of the preceding, was much less of a public speaker but far more of a jurist. He

was born in East Tennessee about 1788, though the exact date is unknown. His earlier law studies were pursued in the office of Rufus Easton, St. Louis, and Edward Bates, afterwards his partner, and Attorney-General of the United States during Lincoln's administration, studied under the same profound jurist. After the State government was formed he became Secretary of State, but resigned to accept the United States district attorneyship. He was then in the prime of his powers, and Judge Edward Bates used afterwards to say that "he had the best legal mind at the St. Louis bar, and was the most accomplished lawyer he had ever met."

At this time also the third Barton brother, Isaac, was holding the position of clerk of the United States Court of Missouri, which he obtained in 1821, and kept till his death in 1842. The star of the Bartons seemed in the ascendant. David was winning laurels in Washington, and few could contend with Joshua in the St. Louis courts; but in 1823 a communication appeared in the *Missouri Republican* charging Gen. William Rector, surveyor-general of Missouri, Illinois, and Arkansas, with corruption in office. He was absent, and his brother Thomas called on the editor, learned that Joshua Barton wrote the letter, and challenged him. In their correspondence Barton refused to fight unless Rector would first admit the truth of the charges, and this being done they met on Bloody Island, where so many duels had occurred. It was June 30, 1823, weapons pistols, distance ten paces. At the first fire Barton fell dead, shot through the heart. His body reposes in St. Charles, near where the old round stone fort stood. On the 2d of July the St. Louis bar met, Alexander Stuart being chairman, and it was unanimously resolved that, in testimony of their respect for his memory, each member should wear crape on the left arm for thirty days.

On March 6, 1859, the chords of public sorrow were deeply touched by the announcement of the death, on the previous night, of Henry S. Geyer, for more than forty years one of the very foremost at the St. Louis bar. All the records of that time give evidence of the respect and admiration he had inspired, and his fame as an acute juriconsult was national. The principal arguments and authorities presented in the Dred Scott case were submitted by him. He was born of German parents in Frederick County, Md., Dec. 9, 1790. His early promise attracted the attention of Gen. Nelson, with whom he studied law. Another early friend was his uncle, Daniel Sheffie, of Virginia, a prominent lawyer and politician. He began practice in 1811, but entered the army in 1812 as first lieutenant, and rose to the rank of captain in active

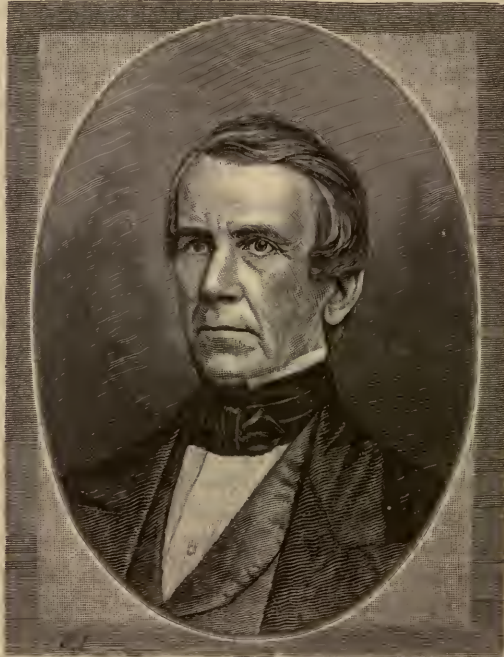
duty on the frontier. In 1815 he re-entered the legal field in St. Louis, and almost immediately won recognition. At that time the laws of the Territory were in a rudimentary condition, and the inchoate titles granted by Spain were being examined and readjusted, and the most intricate problems were involved in their settlement. Capt. Geyer applied himself so assiduously to this department of law that for over forty years hardly an important land case was settled in Missouri without his aid. But he also possessed a variety of legal accomplishments, and was perfectly at home in the subtle distinctions of commercial law, in complex details of chancery cases, and in the skillful management of jury trials, when his examination of witnesses and of the evidence was unequalled. A writer says of him, "His vigilance, dexterity, and perfect presence of mind were indescribable." But we will let his old associates describe his valuable services to jurisprudence. When, March 8, 1859, the St. Louis bar met to pass resolutions regarding their loss, their sorrow was manifested in the most marked degree. Edward Bates was president, and Albert Todd and F. A. Dick vice-presidents. C. D. Drake, J. M. Krum, J. K. Shepley, C. Gibson, and T. C. Reynolds drew up the resolutions, which contained the following:

"Through a period of more than forty-three years his clear, acute, and logical mind, unimpaired to the last, dealt with all the great questions which have arisen in connection with the peculiar jurisprudence of this State, and none has been more distinctly felt by our State and Federal judiciary in their elucidation and final determination.

"His influence upon the statute law of Missouri has been no less marked. When he had been but two years in the then frontier town of St. Louis he compiled, with rare accuracy and system, and published a digest of the laws then in force in the Territory of Missouri, which still bears his name, and has always held a position of unquestioned authority. In 1818 he was a member of the Territorial Legislature of Missouri. In 1821 he was elected a representative in the First Legislature of this State, and on taking his seat was chosen Speaker of the House. He held the same position with distinguished ability in the Second and Third General Assemblies. Upon that which convened in 1824-25 devolved the difficult duty of making the first revision of the statute law of Missouri. He had been by the

preceding Legislature appointed one of the revisers, and he thus had an opportunity to do much in moulding the legislation of a young State, where few men could be found having the peculiar qualities which he possessed in a very eminent degree for such a work. Again in 1834-35 he participated laboriously and with great ability in the enactment of the second revision of the statutes. His last legislative service was in the session of 1838-39. In 1843 he was again appointed one of the revisers of the statutes, but declined the appointment. Throughout his legislative career he was distinguished for comprehensive views, for independent and accurate judgment, for clear perception of what was required in general legislation, and for a remarkable adaptation to the laborious and ill-understood work of framing laws.

"In his service as senator of the United States in 1851 he exhibited the same mental qualities which had distinguished him at home. His mind was logical, acute, fertile, elastic, analytical, and vigorous. His legal learning was varied and profound, and he wielded it with a skill and power equaled by few. His forensic efforts, whether before a court or a jury, were always impressive, and often exhibited the highest order of ability."



HENRY S. GEYER.

The members of the bar voted to wear mourning for the usual period, and the resolutions were presented to the Supreme Court and to the inferior courts.

It is impossible within the limits of this brief sketch to fully describe the unique legal position of Henry S. Geyer. In the Supreme Court of the United States he came into contact with such men as Webster, Ewing, and Reverdy Johnson, who entertained the highest respect for his ability. Politically, he was a firm Whig, and an ardent admirer of Henry

Clay. When that party disappeared he returned to the Democratic ranks. When elected to the Senate (1851) it was as the successor of Thomas H. Benton. His greatest reputation as a criminal lawyer was gained in the trial of Darnes for the murder of Davis, publisher of a St. Louis paper, in 1840. After Darnes' acquittal, Mr. Geyer's profound argument, which occupied two days in its delivery, and turned upon the closest analysis of surgical evidence, was published in book form in Boston. Rufus Choate expressed the highest admiration for its ability. In one of his noted land cases, that of *Strother vs. Lucas*, William Wirt was his associate, and Chief Justice Marshall, who presided, afterwards expressed his as-

tonishment at Geyer's legal acumen. Indeed, the entire history of the times makes evident the fact that he was a formidable opponent whom few could safely encounter, and throws into strong relief the admirable singleness of purpose and devotion to any cause in which he is enlisted that marks the great lawyer. Many stories might be told of his sparkling, graphic sarcasm and pungency of retort, and he wielded a good controversial pen, writing many articles for the St. Louis journals of the day. His religious beliefs were decided, and he was a consistent member of the Episcopal Church. Personally he mingled but little with the people, being reserved and not intimate with any one, but he showed a great fondness for practical joking, and there are some capital stories of his success in that line. Some time in 1816 he exchanged shots with Capt. Kennerly, and the latter was wounded in the leg. The exact cause of the duel has never been understood, but the difficulty was amicably settled, and they continued friends.

Benjamin B. Dayton was for years a partner of Henry S. Geyer. He was born in New York State in 1817, graduated at Union College in 1838, reached St. Louis, and at first was with Ferdinand W. Risk. About 1844 he married Miss Mary Jennings, of Philadelphia. In 1855 the dreadful Gasconade bridge disaster occasioned his death. He was a hard student, and a man of most exemplary habits. The firm of Geyer & Dayton did a large business in land cases.

One of the first judges of Missouri was Mathias McGirk, a contemporary of the Bartons. His colleagues were J. D. Cook and John R. Jones. They were appointed in 1820. Judge McGirk was born in 1790, in Tennessee, and reached St. Louis about 1814. In 1827 he removed to Montgomery County, and there married a Miss Talbot. In 1816 he was author of the bill to introduce the common law into Missouri, and he framed other important bills while a member of the Legislature. In 1841 he retired from the bench, devoting himself to agriculture. He was not a brilliant jurist, but had practical sense, a retentive memory, and an admirable style, both as conversationalist and writer. In politics he was a Whig. Little information is obtainable about Andrew and Isaac McGirk, relatives of the preceding, who practiced law in St. Louis. Isaac died in 1830. John D. Cook, Judge McGirk's associate on the bench, was a member of the State Constitutional Convention, and a jurist of excellence. When Judge R. S. Thomas¹

was removed from the Circuit Court, Judge Cook was appointed, preferring that place. He presided there many years, and was a noted *nisi prius* judge. He had great ability, but was too indolent to take a commanding place. Judge Cook was always a pleasant companion, and widely known for his benevolence and friendliness to younger members of the profession.

Another of the noted lawyers of the formative era in Missouri was Judge Rufus Pettibone, who was born in Litchfield, Conn., in May, 1784, and graduated at Williams College in 1805, taking high honors. Adopting the legal profession, he studied in Central New York, and afterwards in Albany, where he was admitted in 1808. In 1812, Oneida County elected him to represent it in the Legislature, and the next year he married Louise Esther De Russey. Five years later he removed to St. Louis, and on his arrival was offered and accepted a partnership with Col. Rufus Easton, then one of the leaders of the bar. Even at this early date numbers of persons in the Territory were opposed to slavery, and a ticket was by them presented when the admission question became prominent. J. B. C. Lucas, Rufus Easton, Rufus Pettibone, Robert Simpson, and Caleb Bowles were on that ticket, though well aware they were in a hopeless minority. When the State government was organized Rufus Pettibone was appointed judge of the Second Circuit, embracing the counties of Gasconade, Callaway, Montgomery, St. Charles, Lincoln, Pike, and Ralls. In 1823 he was appointed to the Supreme Bench. In the winter of 1824-25, in conjunction with Henry S. Geyer, he also revised the State laws, and prepared the same for legislative enactment. On the last day of July, 1825, in the fullness of his powers, he died, and the State lost one of its most valued citizens. Mr. Geyer announced his death in the St. Louis Circuit Court, and it, as well as the Supreme Court, adjourned with the usual marks of respect.

Now and then, in every profession, there are lives that tradition sets apart and crowns with peculiar sacredness, seemingly without definite reason, except that they were brief, brilliant, and tragical. Such a life was that of Horatio Cozens, whom the common opinion of his time ranked as a phenomenon of rapid and fervent eloquence. But little is known of his boyhood, birthplace, and education. After the admission of Missouri he came to that State from Virginia, and in a few years built up a large and lucra-

¹ This Richard S. Thomas reached Upper Louisiana in 1815. In 1817 he was appointed a circuit or district judge, but in 1824 was impeached and removed. He is said to have been

disagreeable and tyrannical, and to have become very intemperate. Some years after his removal from office he was thrown from a horse and killed.

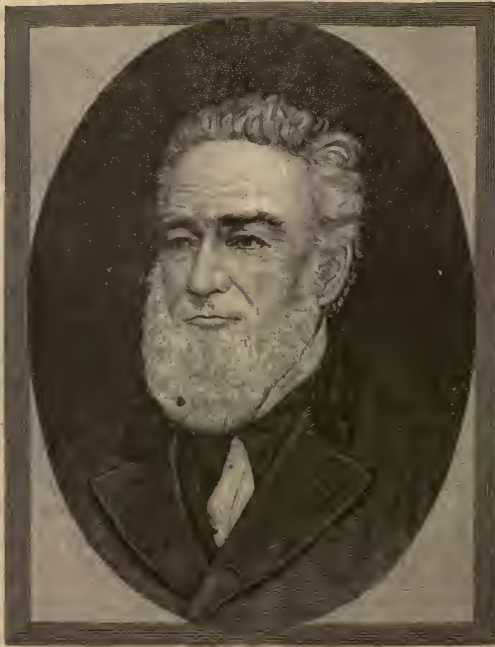
tive practice. In July, 1826, being then but about twenty-six years of age, he was stabbed and instantly killed by French Strother, a dissipated young lawyer, with whose uncle Cozens had had some political controversy. It was a brutal, unprovoked murder, and caused the wildest excitement. The murderer broke jail a few days later, fled to Mexico, and died of *delirium tremens*. Mr. Cozens left a young wife and two children. The members of the bar met a few days later, Thomas H. Benton being in the chair, and Henry S. Geyer secretary. Resolutions expressing the deepest regret were adopted, and crape was worn for thirty days. At a much later day the famous Edward Bates was wont to express unbounded admiration for Cozens, and call him the worthy rival of Geyer himself. The memory of the gifted, attractive orator is forever linked with the story of his early, deplorable death.

Incidentally, heretofore, we have mentioned the name of Edward Bates. His career covered the most eventful period of Missouri's history, and no member of the legal fraternity stood higher or was more esteemed. He was widely known and loved, perhaps more so than any of his contemporaries, for all unite in admiration of the gentleness, kindness, and perpetual, overflowing cheerfulness that made him a universal favorite. Edward Bates was born on a farm in

Goochland County, Va., Sept. 4, 1793, and received an academic education, but, being the youngest of twelve children, and his father dying, his scholastic training was defective through lack of means. His brother Fleming, clerk of Northumberland County, aided him as far as possible. He was offered a position as midshipman in the United States navy, which he declined, but while still a lad he served as a private in the war of 1812. It is also on record that his family had been Quakers, but his father disobeyed their doctrines and joined the Revolutionary patriots.¹

¹ It was related of the father of Mr. Bates that when Lord Cornwallis offered him British protection, he carefully folded up the papers and returned them, disdaining to accept the proffered advantage.

In 1814 young Bates came to St. Louis, without a profession, and with very small means. His elder brother, Frederick Bates, was then living in St. Louis, being secretary of the Territory of Missouri, to which position he had been appointed by President Jefferson, after holding a United States judgeship in Michigan, in order to thwart and counteract the supposed schemes of Gen. Wilkinson, then Governor, in aid of Aaron Burr's designs. He was also first recorder of land titles when the office was created in 1806, and secretary of the first board of land commissioners in 1807. After the formation of the State government Frederick Bates was elected the second Governor of the State, and died in office in 1825.



EDWARD BATES.

The first thing Edward Bates did was to enter Col. Rufus Easton's law-office, where he remained until admitted to practice in 1816. In 1818 he was appointed district attorney of the Territorial government, and commissioned by Governor Clark. He was chosen a delegate to the Constitutional Convention in 1820, attorney-general the same year, member of the Legislature in 1822, United States attorney for Missouri district in 1824, and was sent to Congress in 1827 over John Scott, but was defeated for re-election by Spencer Pettis. After returning from Congress he was elected a member of the Legislature from St. Charles. Immediately

after this Mr. Bates removed to St. Charles, and located on a farm in the county of St. Louis, on Dardenne Prairie. He still had an extensive and profitable practice, but used to say that it took all the money that Lawyer Bates could make to support Farmer Bates. He resumed practice in St. Louis in 1842, until he was elected judge of the Land Court by popular vote, a position which he filled with great ability.

In 1850 he was offered the secretaryship of war in Fillmore's cabinet, but declined it; was elected presiding officer of the great National Whig Convention at Baltimore in 1856; was honored by Harvard with a degree in 1858; and was chosen Attorney-General in Lincoln's first cabinet. In these various capacities his useful life broadened into many channels. Ill

health caused him to leave the cabinet, and he died in March, 1869. It would be difficult to find a more rounded, complete, satisfactory record of public service. During all these years he was indefatigable in his study of law and literature, and had the conduct of many important cases.¹

¹ Mr. Bates' labors in behalf of the public schools of St. Louis are especially worthy of mention, and are thus described by Col. T. T. Gantt in an address before the United States Court on the occasion of Mr. Bates' death:

"The first cases in the trial of which he became conspicuous in the eyes of the younger members of the bar, unfamiliar except by tradition with his merits as a barrister, were those which tested the title of the Board of President and Directors of the St. Louis Public Schools to lots of ground in the township of St. Louis equal in area to one-twentieth of all the land included in a survey comprising the town, its common fields and common. The litigation thus inaugurated was, from every point of view, most interesting, not only by reason of the immense value of the endowment given to the public schools of St. Louis by the act of 1812, but on account of the difficulty of the questions to be decided before the title could be settled; the subject engaged the attention of the profession as scarcely can be predicated of any other head of titles to land. The first decision on the title of the schools was given by our Supreme Court in 1843. Even at this day the school corporation is still engaged in the assertion of a doubtful claim to some lands in this city. But it is believed that all matters of substance in this connection were determined by the court of last resort in 1861. With the earlier, more difficult, and precarious strife of the first cases Mr. Bates was intimately connected. He was the leader of the counsel for the schools, and obtained from a court, one of the judges of which was irreclaimably hostile to the pretensions of that corporation, the decision which, after long dispute, has at length become the accepted law of the land. I shall not, I think, as long as I remember anything, forget the impression made upon me by the argument which Mr. Bates made before Judge Engle, then presiding in the Court of Common Pleas, upon the general merits of the school title to lots of ground in St. Louis under the act of 1812 and the acts supplementary to it. The theme was a vast one. The discussion was new to the judge before whom it was carried on, for, though a man of great learning and ability, he had been trained in a school which had not familiarized him with our peculiar system of land titles, and there was, especially at that day, a complexity about these which few, if any, were able to master who had not an acquaintance with our local history, impossible of attainment except after years of residence among us. The immense advantage of this perfect acquaintance was, of course, enjoyed by Mr. Bates, who had almost been an eye-witness of the most important events involved, and the matchless order in which he grouped these events and traced their bearing upon the case at the bar made an abiding impression upon a young lawyer who felt keenly his own want of the peculiar knowledge which enabled Mr. Bates to shine so brightly. After that argument it was my privilege to see and hear him over and over again, both at the bar of the Circuit and the Supreme Courts, sometimes exhibiting the tact which enabled him to extract from even unwilling witnesses the facts which it concerned his client to have in evidence, sometimes dealing, with an ability altogether his own, with a mass of conflicting testimony in his appeal to a jury, and sometimes wringing from a reluctant court, by irresistible argument, a reconsideration and overruling of a hasty decision."

In politics he was in early life a Jeffersonian Republican; in 1825 he supported Adams; afterwards he was a strong Whig, but when that party perished did not join any other, though in the Republican Convention of 1860 he was strongly supported for the Presidency. When the civil war broke out he was intensely loyal, and advocated the most decisive measures for its suppression. Brought up as a member of the Society of Friends, he adhered to many of their doctrines, but joined the Presbyterian Church in 1842, and was for years a presiding elder.

In 1823 he had married Miss Julia D. Coalter, of South Carolina, one of five sisters, all of whom were united in marriage to men of note. One became the wife of William C. Preston, of South Carolina; another of Chancellor Harper, a distinguished judge of the same State; and a third married Dr. Means, a wealthy South Carolinian, whose brother was Governor. One of them, in 1827, became the wife of Hamilton R. Gamble, afterwards provisional Governor of Missouri in war times. It is of this lady that several biographers relate a romantic story, stating that Edward Bates fell deeply in love with her and proposed, but was refused. He continued his suit, and her high regard for him then led her to disclose to him the fact that she loved Hamilton R. Gamble, but would never marry him because of his dissipated habits. With characteristic magnanimity Bates then sought Gamble, pleaded with him, stood by him, got him to sign the pledge and keep it, and in brief reformed him, so that he afterwards, in 1827, married Miss Coalter. If the story is not true it ought to be, for such devotion to duty and friendship was a marked trait of Edward Bates. At his death he left six sons and two daughters. He never sought wealth, and in fact owned hardly any property. Though he held so many public offices, he was always poorer when he left than when he entered them; though he earned such large sums in his practice, the demands of charity and friendship kept equal pace with his income.

As a lawyer, Judge Bates was an earnest, practical reasoner, and a hard student upon his cases. The finer graces of oratory were his, and though Geyer, Easton, Gamble, and Joshua Barton probably possessed a more strictly legal analysis, no lawyer of his time was more persuasively eloquent. Some of his forensic efforts may well be classed among the fairest blossoms of eloquence. In public life Mr. Bates was not a violent factionist, but he was a strong adherent of whatever cause he espoused. For many years he was a liberal contributor to the columns of the *Missouri Republican*, and his discussion of public questions always attracted and commanded attention from the

force and vigor of his writings, which were characterized by a fresh, original, and captivating style. He despised the arts of the mere politician; a demagogue found no toleration in his sight. Indeed, Mr. Bates, by his great abilities, his profound reflection, his comprehensive views of political economy, had entitled himself to be regarded as a just and eminent statesman. In his youth he published a violent denunciatory pamphlet against Col. Benton, but in after-life expressed his regret. His old friend, John F. Darby, says, "Mr. Bates won great distinction by presiding at a meeting held at Chicago for commercial and internal improvement purposes. Men of genius and cultivated talents were there, and they were astonished to find a man of such splendid eloquence and elegant elocution and force of delivery among Western delegates. It is said, so thrilling was his address, that the reporters themselves, pausing for a moment, were so charmed that they forgot to take down his words." He presided over the national Whig Convention in the year that President Buchanan was nominated by the Democracy. He then returned home and followed his professional pursuits, and in a measure retired from politics, but he was never withdrawn so far as to cease to write occasional essays and make public speeches. Though always in a popular minority, he did more during the Jackson days to shape affairs than any other man in Missouri. He was small in figure, wore the customary broadcloth coat with gold buttons, and ruffled shirt, and seemed a notable person in any assemblage. With all his modesty, tact, and suavity, there were times, in the heat of party conflict, when he was threatened with violence, but his courage never faltered, and in every instance he quelled the rioters.

Mr. Bates never fought a duel, but when in Congress, when Missouri was still a Territory, he promptly resented a supposed slight to the constituency represented by him by challenging George McDuffie, the eminent Democratic orator and leader, of South Carolina, who was at that time chairman of the Committee of Ways and Means. "I see," said Bates, rising in his seat, "that the chair has not the will to protect Missouri from insult in my person; let the gentleman avow himself, and I will protect myself, sir." McDuffie rose and the challenge forthwith passed. The South Carolinian made handsome explanations, showing that he had no purpose of insulting Missouri or aggrieving Mr. Bates, but was simply giving effect to a parliamentary stratagem, and so the hostile meeting was avoided.

The action taken by the St. Louis bar on Mr. Bates' death evinced the greatest regard for his mem-

ory. Two meetings were held, and speeches were made by Col. James O. Broadhead, Samuel T. Glover, Judge S. M. Breckinridge, John F. Darby, and others. All were glowing eulogies, called forth by his long and splendid career; all dwelt with especial affection on his personal virtues. One speaker closed by saying, "He was a bold, brave, good man. In all relations of life it may be said of Mr. Bates that he performed his duty to his family, as a citizen, and to his God. It is well to record the fact that here was a man without advantages, without, as I am told, a classical education, without any adventitious aid, a mere youth seeking his fortune in the West, without pretensions, without assumption or arrogance, but by the native force of his intellect, and by an honest, conscientious, upright life, mounting up from the lowest to the highest round of the ladder of fame."

With all this evidence regarding the character and achievements of this great man, it is a pity that a record of his most famous speeches has not been kept. There was, for instance, the celebrated Montesquieu trial in 1850, one of the most dramatic and widely-known cases of modern times. Judge J. B. Colt presided. James R. Lackland and Uriel Wright represented the State, and Edward Bates, H. S. Geyer, Wilson Primm, and Charles Gibson the defense. The latter, in 1878, being then the only surviving counsel, contributed an account of the trial to the Missouri Historical Society.¹

¹ No event in the criminal annals of St. Louis ever created such an intense feeling in the community as the Montesquieu murder, or City Hotel tragedy, as it was popularly called. On the morning of Sunday, Oct. 28, 1849, two young French noblemen, Gonsalve and Raymond de Montesquieu, arrived in St. Louis and stopped at Barnum's City Hotel. They had come to this country the preceding June for recreation and pleasure, and had traveled leisurely westward, Chicago having been the last stopping-place. Gonsalve was about twenty-eight years old, and his brother was two years his junior. Both were liberally supplied with money. Among their effects were capacious wardrobes, a number of guns, and an extensive hunting equipment. They were assigned a room situated on a hall leading from a back piazza. Directly opposite, but in a room opening directly on the piazza, Albert Jones, H. M. Henderson, and Capt. Wm. Hubbell slept, and in another room, the window of which overlooked the piazza, were T. Kirby Barnum, nephew of the proprietor of the hotel, and Mr. Macomber, the steward.

Between eleven and twelve o'clock on the night of Monday, October 29th, while young Barnum and Macomber were preparing for bed, they were startled by a tapping on the window-pane, and the curtains being drawn aside they saw the two young Frenchmen on the piazza, one of them armed with a gun. Simultaneously with the discovery one of the Frenchmen fired, the contents mortally wounding Barnum and giving Macomber a flesh-wound on the wrist.

Aroused by the report of the gun, Jones, Henderson, and Hubbell opened the door of their room, and were immediately

A bronze statue has been erected to Edward Bates' memory in Forest Park, and the St. Louis Law Library has a fine portrait of this distinguished advocate. In his long life many persons afterwards noted were his

fired upon, Jones being instantly killed, and the others slightly wounded. The brothers returned to their room after the shooting, and were subsequently arrested there.

The homicide was at first regarded as a mystery, as the Montesquieus were perfectly sober, and had had no intercourse or communication whatever with the five men who were shot. At the time of their arrest the younger brother stated that Gonsalve had recently displayed symptoms of insanity, and the latter, exculpating his brother from all blame, said he was controlled by an irresistible inclination to kill two men; that he started out to do so, and that his brother merely followed to prevent a tragedy, but it was consummated before he (Raymond) could interfere.

After the tragedy public indignation ran so high that the jail was surrounded, and efforts were made to obtain possession of the Montesquieu brothers, but these were foiled by the jailer and sheriff, who, between seven and eight o'clock on the evening of the day succeeding the homicide, and while the crowd were assembling around the jail walls, deeming it unsafe to keep the prisoners longer in jail, quietly took them from their cells, conveyed them over the back wall, through the churchyard to Fifth Street, where cabs were in waiting, and conveyed them to Jefferson Barracks. On the way to the barracks the elder of the two seemed perfectly composed, and when they reached the gate took advantage of the sheriff's absence from the cab, sprang from his seat, and made a slight effort to escape. The younger appeared very much frightened, and used every precaution while being conducted from the jail to avoid recognition. Between one and two o'clock A.M. on the Friday following they were returned to the jail.

At the time of their arrest the statements of the Montesquieus as to their birth and social position in France were received with incredulity, it being generally believed that they were desperados, but a few weeks later their claims were substantiated, as the following extract from the *Missouri Republican* will show:

"The deplorable and almost incomprehensible event which produced so much sensation in the public mind a few weeks ago, and so much grief in several families, seems to have excited equal sensation and grief in France. The last steamer brings out from Mr. Rives, our minister at Paris, a letter of his own to Senator Benton, with many letters and official documents to himself and others to Senator Benton, Senator Cass, and the Hon. Mr. Winthrop, on the subject of this most melancholy occurrence. The letters make known the fact that the father of these young gentlemen (the late Count Montesquieu) labored under insanity, and destroyed his own life two years ago, and that their elder brother is now insane in Paris, and hence raise the irresistible inference that inherited insanity must have broken out in the two brothers at St. Louis. All the letters speak of them in the same terms as being remarkable for the amiability of their characters and their 'mild and inoffensive manners;' that they came to the United States for information and recreation, and especially to see the Western country, and with ample means and credit. They descend from a family in France not only of great historic fame, but distinguished for private virtues.

"The celebrated Duke de la Rochefoucauld-Liancourt, author of the 'Maxims,' is their grandfather on the mother's side; the present Duke de la Rochefoucauld writes in their behalf as

students, as will be seen hereafter. One of these was Col. Jo Davis, of Fayette, born in 1804, who died in 1871.

The Gamble brothers, Hamilton R. and Archibald, were distinguished for character and ability, and upon the first fell the burden of state in those "times that

nephews; the Gen. Oudinot, Duke of Reggio, and Gen. Arrigri, Duke of Padua, also in their behalf as relations. The Count Montesquieu himself belonged to the distinguished family of that name. Many Americans in Paris, among them Mr. William H. Aspinwall, of New York, also writes, and with all the deep feeling which the view of the agonized condition of the unhappy mother and relations so naturally inspires. These letters and official attestations have all been forwarded to St. Louis, to have their effect in explaining a transaction which seemed to be incomprehensible."

In the latter part of December, 1849, Lewis Borg, vice-consul of France at the port of New York, and Justin Paillaire, of Paris, arrived at St. Louis, M. Borg being commissioned to investigate the Montesquieu tragedy, and his companion being an intimate friend of the young men involved in the melancholy affair. The effect of the letters from abroad and the visit of Messrs. Borg and Paillaire was to change public sentiment in regard to the guilt and character of the accused, and it was not strange that in each of two trials the juries failed to agree upon a verdict. In the first trial the jury stood seven for acquitting and five for convicting Gonsalve, and eight for acquitting and four for convicting Raymond. In the case of Gonsalve the jury divided upon his insanity, and in the case of Raymond they divided upon the dying declaration of Barnum and Macomber's testimony as given before the coroner and recorder. Barnum and Macomber identified Raymond as the person who fired into their room, but the fact that at the time of the shooting Barnum and Macomber were in a lighted room, the defendants in the dark upon the piazza, and the alarm of the persons in the room when they saw a man approach the window with a gun in his hand, their hasty observation and precipitate retreat, the similarity in the appearance of the two brothers, the excitement of Barnum and Macomber at the time of recognition on the night of the occurrence, the fact that both were identified at different periods on that night as the "man" who shot, that but one gun, double-barreled, was discharged, and if both shot they would necessarily have had to use the same piece, that at the time of the arrest Raymond denied he had shot, and stated that his brother did it, that Gonsalve admitted he killed both men, and exonerated his brother, were all considered by the jury, and caused the division upon the conviction of Raymond.

This first trial occupied four weeks, and was concluded April 20, 1850. On the next trial, which took place two weeks later, the jury, after being out forty hours, also disagreed, the vote being nine for conviction and three for acquittal in the cases of both of the brothers.

A few weeks after the second trial the Governor pardoned Gonsalve on the ground of his insanity at the time of committing the murder, and shortly thereafter he pardoned the younger brother on the ground of "a general belief that he did not participate in the homicide whereof he stands indicted, and that a further prosecution of these indictments will not accomplish any of the objects of public justice, but will result only in renewed trouble and increased expense to the State." The brothers Montesquieu sailed for France from New York immediately after being set free. Gonsalve afterwards died a raving maniac.

tried men's souls" in the early period of the civil war. Their ancestry was of sturdy Virginian stock. The grandfather emigrated from Ireland in 1752, settling in Pennsylvania, but ten years later returned to Europe. His eldest son came back to America, fought in the Revolutionary war, and afterwards was Professor of Latin and Greek in the University of Pennsylvania. A younger son, Joseph, was the father of the subjects of our sketch. He, while in Ireland, married Anne Hamilton, and in 1784 reached America, settling in Winchester, Va., where seven children, of whom Hamilton Rowan was the youngest, were born and reared under the strictest religious influences, Joseph Gamble being ruling elder in the Presbyterian Church. Hamilton's birth occurred Nov. 29, 1798. His education was chiefly obtained at Hampden-Sidney College, and he was admitted to practice when he was but eighteen years of age; before he was twenty-one he had been licensed as a lawyer in three States, Virginia, Tennessee, and Missouri, arriving in Missouri in 1818. Some time previously his elder brother Archibald, a well-trained and successful young lawyer, had located in St. Louis, was then clerk of the Circuit Court, and appointed Hamilton as his deputy. At that time the entire territory north of the Missouri River was divided into two counties, Howard and St. Charles, and young Gamble soon removed to Old Franklin, the chief town of the former, where he was appointed prosecuting attorney for the circuit. His official duties required thousands of miles of travel on horseback each year, his only law-books being such as he could carry in his saddle-bags. Social temptations in this frontier life were natural, and for a time the brilliant attorney yielded to them, but, as related elsewhere, the influences of love and friendship caused a complete reform. In 1824 he was appointed by Governor Frederick Bates Secretary of State, and removed to St. Charles, the temporary seat of government. After the death of Governor Bates, which soon occurred, he settled in St. Louis, and his great success as a lawyer dates from that period. He at once became engaged in active competition for professional honors and rewards with such men as Benton, Geyer, the Bartons, Robert Wash, and others, and was fully their peer. Devoting his attention chiefly to land cases, he seldom addressed a jury, but was retained in all the important land suits, followed them to the Supreme Court, argued them in person, and became widely known as a jurist. He was slow of speech and not eloquent, but no man had greater capacity for clear, brief, and logical statement of facts and law. Herein lay his strength and his reputation.

In 1832-33 he aided to defend Judge Carr, then

under impeachment; in 1846 he was sent to the Legislature to assist in revising the laws, and his services were extremely useful. Five years later (in 1851) a place was vacant on the Supreme Bench of the State, and Mr. Gamble, though belonging to the Whig party, then hopelessly in the minority, was elected, receiving over forty thousand Democratic votes, and, to still further emphasize this tribute to his worth, his associates on the bench chose him as presiding judge. Ill health led to his resignation in 1855, after which he only appeared in a few important cases in the United States Supreme Court. His opinions, delivered while presiding judge, were noteworthy both in style and matter. About 1858, Governor Gamble removed to Philadelphia to educate his children, and was still there when the war-clouds began to gather. When the Legislature of Missouri passed an act to call together a "State Convention," Judge Gamble hastened home, found anarchy impending and dissension everywhere, addressed a meeting of the citizens at the court-house the very next evening after his arrival, and proclaimed his unswerving fidelity to the Union. It is impossible to estimate the value of this one man's words at such a crisis; they rallied the Union men and strengthened their cause immeasurably. When the convention met the Unionists had a majority. Judge Gamble took a prominent part in the deliberations, and was unanimously chosen provisional Governor after the flight of Governor Claiborne Jackson. This was in July, 1861. The eyes of all Union men turned to Hamilton Rowan Gamble as their surest and wisest counselor. He shrank from the difficult task, and accepted it only when convinced that it was his duty. This period properly belongs to the political history of the State. It is sufficient to say that Governor Gamble won fitting place in the list of "war Governors."

In 1827, Mr. Gamble was married at Columbia, S. C., to Miss Caroline J. Coalter, sister of Mrs. Edward Bates. He died on Jan. 31, 1864, worn out by arduous duties and anxiety. The city buildings, stores, and many residences of St. Louis were draped in mourning, and business was suspended. The funeral cortege was over a mile long. Rev. Dr. Brooks delivered the sermon, and pulpit and the press united in expressing the general sorrow. The St. Louis bar assembled *en masse*, paid every possible tribute (Thomas T. Gantt pronounced the eulogy), and went in a body to his funeral. His full-length portrait hangs in the Mercantile Library. Lieutenant-Governor Willard P. Hall assumed the duties of chief magistrate, and proved faithful and efficient. The *Missouri Republican* said editorially, after

Governor Gamble's death, "A purer patriot, one more devoted to his country, a more sincere man, a better Christian has rarely taken his departure from among us. If he had not possessed these attributes it is unlikely that he would have endured the fiery ordeal with which embittered political malice pursued him to the last hour of his life, for he was not a politician. But he took upon himself the cares of State and the drudgery of office at a time when he might well be excused from it, and devoted all his energies, his life, to the redemption of the State from the troubles which encompassed it."

Governor Gamble's brother Archibald was born in Winchester, Frederick Co., Va., in 1791 or 1792, and came to St. Louis in 1816. He was a lawyer; served for a year as clerk of the St. Louis Bank, then as deputy clerk under Clerk Marie P. Ledue in Judge David Barton's court. Governor William Clark appointed him clerk of Circuit Court and *ex officio* recorder of deeds of St. Louis County, an office he held for eighteen years, when J. F. Ruland succeeded him. In 1822 he married Louisa, third daughter of Col. Rufus Easton. He was long the efficient and active legal agent of the public schools. When Lafayette visited St. Louis in 1825, he was one of the aldermen, and aided in the reception. In 1836 he was a leading spirit in the railroad building movement. At one time he had charge of the St. Louis post-office, and was secretary of the Barton Convention in June, 1831. During the last twenty years of his life, which closed in September, 1866, he lived in comparative retirement, possessing abundant means. Like his brother, he was a strict and worthy member of the Presbyterian Church. When in the full vigor of his manhood no person was more closely identified with business enterprises and the growth of the community.

Hon. John F. Darby, who flourished so long and so genially, might be treated as the contemporary of almost any group of lawyers in St. Louis. His period of greatest activity, however, was from 1830 to 1842. Mr. Darby's name occurs in numerous places in this chapter, and a full biography of him will be found in the record of municipal history, during his administration as mayor of St. Louis.

Numbers of distinguished lawyers have been school-teachers in their early career. The comparative leisure afforded in small country schools makes this occupation a favorite stepping-stone from college to the bar. Even now the schools of the West contain many bright, ambitious young teachers who are spending their evenings and Saturdays in reading law, and who may be heard from hereafter as noted jurists. The Missouri bar has had several shining lights whose

earlier manhood was passed in pedagogic work. One of these was George Tompkins, for many years the presiding justice of the Supreme Court. Born in Caroline County, Va., in March, 1780, of sturdy Saxon stock, and in a family which was one of the earliest to settle in that region, he seems to have lacked a college training, but was a great reader and a hard student. About 1801 or 1802 he left Virginia with but one hundred dollars, and removed to Kentucky, teaching school, and reading such books as he could obtain. He remained six or seven years in this State, most of the time in Jefferson County. Then he came to St. Louis, and was the second teacher in the public school, having succeeded a man named Ratchford. The school was in a room on Market Street, between Second and Third Streets. The population of the town was not over fourteen hundred, chiefly Creole French, there being only two American families there. He still read law in his leisure hours, and made diligent use of the few books obtainable. To train himself and others in the art and practice of public speaking he organized a debating society, the first on record west of the Mississippi. Joshua and David Barton, Edward Bates, Maj. O'Fallon, and other young men who afterwards did good public service participated in the discussions. It is a pity that a full report of these meetings has not been preserved. In school and in debating club young Mr. Tompkins exercised influence over many who afterwards became leading citizens of the metropolis. About 1812 or thereabouts his father's death left him heir to a share of the ancestral estate, but there were thirteen children, George being the youngest but one, and he refused to receive any portion of it. In the expressive phrase of the West, he could easily "paddle his own canoe."

The law career of Mr. Tompkins began in 1816, when he was admitted and settled in Old Franklin, Howard Co. In those days young attorneys found that their surest road to fame lay through politics. They could in no other way form so wide a circle of friends nor better display their latent capacities. We find that Lawyer Tompkins was twice sent to the Territorial Legislature, then meeting at St. Charles. In 1824 he was chosen judge of the Supreme Court, and remained in that important office until he passed the constitutional limit of age (sixty-five years), and was therefore forced to resign. Two years later, in April, 1846, aged sixty-seven, he died on his fine farm near Jefferson City. No incompetent or weak person could so long have held such a position. Judge Tompkins was eminent for ability, integrity, and close legal research, as all his decisions evince. Judge W. V. N.

Bay, late of the Supreme Court of Missouri, in his able book upon the bench and bar, says that Judge Tompkins was too great a stickler for precedent, and in the case of *Lecompte vs. Seargent* held that "an executor or administrator is for every purpose owner of the moneys of his testator or intestate which have come into his hands;" in other words, such funds are liable for the administrator's personal debts. The judge was misled by a reference in an old English digest he carried in his saddle-bags. This will serve to show some of the difficulties for lack of books under which the lawyers and judges of an early day labored. At a later date Judge Bay himself reversed this decision. There are many amusing stories afloat about Judge Tompkins; he was a whimsical, original genius, eccentric, kindly, and prone to indulge in a dry humor all his own. Sometimes it took the form of sarcasm, as when a backwoods lawyer named Mendell, attired in the most slovenly manner, was arguing a case before him. Just before the usual adjournment hour the judge said, "Mr. Mendell, it is impossible for this court to see any law through as dirty a shirt as you have on. We will adjourn to give you an opportunity to change your linen." Sometimes, however, the judge received back as good as he gave, as in a tilt with Peyton R. Hayden, one of the finest lawyers in Central Missouri. He was arguing a case in the Supreme Court, and Judge Tompkins, becoming tired, said, "Mr. Hayden, why do you spend so much time on the weak points of your case, to the exclusion of the more important ones?" Hayden was equal to the emergency, and replied on the instant that it was because he had found during his long practice before that court that the weak points won fully as often as the strong ones.

Like many professional men, the judge was an ardent lover of horticulture. His orchards were noted for the fine fruit they bore, and he became quite an authority on the subject. It is often the case that men's thoughts turn as old age approaches to quiet scenes and rural pursuits. They cannot quite take off the armor, but they hunger for the garden, the orchard, the wide landscape, the rolling pastures, the glades and forests and well-tilled fields. Almost everywhere the leaders of the bar have owned and improved rural estates, introduced thoroughbred stock, and aided largely in the advancement of agriculture. Bates, McGirk, and Scott all owned fine farms. A number of other instances might be given, but two must suffice. In 1868, May 10th, the *St. Louis Republican* noticed the death of Adolphe Renard, aged sixty-five, for many years United States recorder of land titles, and afterwards in the surveyor-general's office, but

during the later years of his life engaged in horticulture and grape culture near St. Louis. In 1846 the same journal speaks of the death of Col. Justus Post, at one time judge of the St. Louis County Court, afterwards in the Missouri Senate, and still later holder of a staff appointment in the Mexican war. A native of Vermont, he came to Missouri in 1816, practiced law, and owned a large farm in St. Louis County. In 1831 he removed to Pulaski County, Ill., where he died on the fine farm which he owned there.

Another of the representative lawyers of Southern Missouri, who is nevertheless entitled to notice here, was Gen. Nathaniel W. Watkins, born in Kentucky in 1796, and a half-brother of Henry Clay. Reaching St. Louis in 1820, he soon established himself at Jackson, Cape Girardeau Co., served several terms in the State Legislature, and was speaker of the Sixteenth General Assembly. He also served as a member of the St. Louis Convention of 1861. During these years he was a noted horticulturist, and divided his time between his office and farm. His greatest successes were before juries, as he was a forcible speaker and a most adroit manager. He died March 20, 1875.

Returning to the characteristic men of the early St. Louis bar, we find Nathaniel Beverly Tucker, who was born at Mattox, Chesterfield Co., Va., on Sept. 6, 1784. He was the third son of J. St. George Tucker, from the island of Bermuda, who settled in Virginia previous to the Revolutionary war, and married in the year 1778 the widow of John Randolph. Mr. and Mrs. Randolph were the parents of the celebrated John Randolph of Roanoke, who was thus the half-brother of N. B. Tucker.

Mr. Tucker came to St. Louis in 1815, at the age of thirty-one years, to practice his profession of the law, and was appointed by Frederick Bates, the secretary, and then acting Governor, of the Territory, judge of the Northern Circuit, and he held the first term of his court at St. Louis on Monday, Feb. 9, 1818. This position he held for about five years, except during a brief absence, and was succeeded on the bench by Judge Alexander Stuart in June, 1823. He lived for a time in Saline County, about 1831-32. After a residence in Missouri for some eighteen years or so he returned to Virginia, about 1833 or 1834, to accept the chair of law professor in William and Mary College at Williamsburg, James City Co., which position he filled about eighteen years until his death at Winchester, Va., Aug. 26, 1851, at the age of sixty-seven years.

Alexander Steuart, from Virginia, practiced law for a short time at Kaskaskia about 1806 or 1807, and then came over to St. Louis.

He was appointed by Governor McNair judge of the Circuit Court to succeed Judge Tucker, and held the first term of his court in St. Louis, June 2, 1823, which place he filled for three years, being succeeded on the bench by Judge W. C. Carr. He died on his farm in the upper part of the county near Bellefontaine.

Here, too, belongs the name of Robert Wash. He was born in Virginia, Nov. 29, 1790, was well educated, graduating from college at the age of eighteen, pursued a wide range of legal studies, and after the war of 1812 removed to St. Louis, where he began the practice of law. He was United States district attorney during Monroe's administration, afterwards a member of the City Council, and became a judge of the Supreme Court shortly after the State government was organized. His death occurred on the last day of November, 1856. In May, 1837, he had resigned his seat on the Supreme Court. Judicious real estate investments secured him a large fortune. He was very fond of the chase, and always kept a pack of hounds. At the usual bar meeting after his death the Hon. Edward Bates presided, and in the course of his remarks said,—

"Judge Wash was one of the oldest members of the St. Louis bar, much older, as a member of the bar, than any man that any one of you have seen in practice here. When I came to this place, in the spring of the year 1814, Judge Wash was then one of the junior members of the bar. He was a native of Virginia, from the county of Louisa. He was an educated man, having all the benefits of scholastic instruction, being of the ancient college of William and Mary, and having perfected in that honorable institution by teaching in the capacity of a college tutor for some time. He then studied law, and looked westward. When I came here I found him in a respectable and honorable position, a rising member of the St. Louis bar, having but some four his seniors at that day. I presume that if he had devoted himself exclusively to the profession that he would have risen to much higher rank and have attained even a greater and better fame than he did. He served under Gen. Howard as an aide-de-camp in his expedition from St. Louis to Peoria, in the Indian war, and he served for years after peace was practically restored as secretary to the commissioners. He rose also in his profession, for he has had the honor of holding a seat for some time on the Supreme Bench of the State. His decisions are good, though he did not, perhaps, rank higher than his colleagues."

Hon. J. F. Darby spoke of the late judge as one of those who signed his certificate in 1827. The chair appointed Hon. J. F. Darby, Willis L. Williams, Charles E. Whittelsey, Philip C. Morehead, and Albert Todd to draft appropriate resolutions, which were then adopted. H. R. Gamble, John M. Krum, Judge Ryland, and Willis L. Williams were appointed to act as pall-bearers.

Judge Wash was twice married. His first wife, Mrs. Berry, daughter of Maj. William Christy, bore him a daughter, afterwards wife of G. W. Goode, of

the St. Louis bar. His second wife, Eliza, was Col. Taylor's daughter, and she bore him four sons and several daughters.

George W. Goode, born in Virginia in 1815, finely educated and associated in law with Hon. James A. Seddon at Richmond, settled in St. Louis, in partnership with Tully R. Cormick. His fees in the land case of *Bissell vs. Penrose* were over sixty thousand dollars. He died from softening of the brain in 1863, and had some years previously been compelled to give up his profession and retire to a farm. The litigant here referred to seems to have been James Howard Penrose, born in Philadelphia, a son of Clement B. Penrose, one of the board of commissioners appointed by President Jefferson in 1806 to adjudicate the titles to the lands granted by the Spanish government, and who removed to St. Louis with his family the same year, or else an older brother of James H., Charles Biddle Penrose, who returned to Philadelphia and became a prominent politician. James Howard Penrose also left St. Louis for parts unknown, and died unmarried.

About 1817, Josiah Spalding graduated from Yale with the highest honors of his class, and in the winter of 1819–20 settled at St. Louis. The two years intervening had been spent in studying law, during which he supported himself as a tutor in Columbia College, New York. The bar of St. Louis was not an easy one for a young man to enter, for its standards were high and its requirements extensive. Mr. Spalding began a series of articles in the city papers, whose literary merit attracted attention to him. The *Republican* of May 15, 1852, a few days after his death, thus drew attention to his editorial career: "In 1822, when the Constitution of the State was disregarded, and the real interests of the people jeopardized by the enactment of the 'Loan Office' and 'Stay Laws,' Mr. Spalding became the editor of the *Missouri Republican*, which then passed into the hands of Mr. Edward Charless, and he continued to occupy that position until the good sense of the people and the wisdom and integrity of the judges combined to put down the whole series of mischievous measures. When this was accomplished Mr. Spalding ceased to have any control of the paper as editor, and after that time wrote little for political or other journals."

On the occasion of his death the members of the bar met and passed resolutions of regret. The speakers all referred to the high moral character of the deceased. He was a consistent Christian and very benevolent, devoted to his family, and almost idolized by them. As a lawyer, he was profuse in authorities, and his briefs always attracted attention. He was

not an orator, but few men were equally regarded as an adviser when important interests were involved. One of his characteristics was an unquenchable optimism. Most of his cases were of a commercial nature, though he did not make a specialty of that department. Judge Bay calls attention to the case of Hamilton and Treat, judges, *vs.* St. Louis County Court, which was tried in 1851; the point involved being a constitutional question as to the legality of a legislative act requiring the payment of additional compensation to judges of certain courts out of the county treasury. The case went to the Supreme Court, and Messrs. Spalding and Field were for the relators, and Messrs. Bates and Gantt for the county court. The brief filed by Mr. Spalding is considered a choice example of his fine powers of research.

One of the eminent jurists and pleaders of Central Missouri was Abiel Leonard, born at Windsor, Vt., in May, 1797.¹ He spent three years at Dartmouth College, injured his sight by hard study, and left before graduation. His law studies began at Whiteboro', N. Y., in 1816; in 1818 he was admitted, and the next year floated down the Ohio in a skiff, and paddled up the river to St. Louis. Old Franklin then had about eighteen hundred inhabitants, and was thought the best place for a young lawyer, and so Leonard turned his footsteps thither, but his funds gave out, and he taught a country school for six months. He afterwards practiced law at Boonville, Old Franklin, and New Franklin, but his eyes again failed, and for some time he employed a person to read to him. He soon moved to Fayette, the county-seat of Howard, began to take high rank in his profession, and measured steel with the best lawyers of the State.

In 1823 he became State attorney for his judicial district, filling out H. R. Gamble's unexpired term. Judge Bay, from whose valuable work these particulars are obtained, says that the only law partner Mr. Leonard ever had was Gen. S. M. Bay, and this continued until the latter removed to St. Louis. Some time about 1820, Mr. Leonard had a personal difficulty with Maj. Berry, who, under some pretense,

cowhided him and was challenged. In the duel which followed Berry was killed. Mr. Leonard was debarred and disfranchised, but public opinion justified him, and the next Legislature restored him to citizenship. In 1830 he married Miss Jeannette Reeves, of Kentucky. In 1834 he assisted to revise the Constitution. When Governor Gamble resigned from the supreme bench, Judge Leonard took his place, and rendered decisions which compare well with the best of his time. His death occurred March 28, 1863. One of his warmest personal friends and associates was Peyton R. Hayden, of Boonville, Cooper Co., whom he met for the first time in 1819 at a small wayside tavern. The acquaintanceship thus begun grew year by year till Mr. Hayden's death in 1855. This gentleman was born in Kentucky, at Paris, Bourbon Co., in 1796, came to Missouri in 1817, taught school a year, and was admitted to the bar in 1819. Cooper County then had a frontier population of about seven thousand. David Todd was judge of the Circuit Court, and no less than six of the lawyers who practiced there afterwards sat in the Supreme Court.

Judge John F. Ryland, afterwards of the Lexington bar, belonged to this circuit, and was a familiar figure in early days in St. Louis, making frequent visits to that city. He used to say that once in 1825 he was offered forty arpens of land now in the heart of the city, and worth millions of dollars, in trade for the horse he was riding. The judge was of Virginian birth. In 1809, when he was twelve years of age, his father moved to Kentucky. He attended Forest Hill Academy, afterwards opened a successful private school, read law with Judge Hardin, obtained a license, and removed to Missouri in 1819. From 1848 to 1857 he was a judge of the Supreme Court. His death occurred in 1873, and was deeply lamented throughout the State. Three of his sons became lawyers. He was an old school Presbyterian. For two years he held the Grand Mastership of the Missouri Masonic fraternity.

Still another of this noted Franklin Circuit was Charles French, born in New Hampshire in 1797, where he studied law. Coming to Missouri in 1817 or thereabouts, he obtained his license. He was well read, and a first-rate special pleader. About 1839 he settled in Lexington, and about 1862, attacked by melancholia and mental derangement, he took his own life.

One of the marked characters of early St. Louis was Judge Frederick Hyatt, of the county court, afterwards for many years a legislator, and as such taking active part in the most exciting political events.

¹ Judge Leonard's grandfather, Rev. Abiel Leonard, graduated at Harvard, and preached at Woodstock, Conn. He wished to enter the army as chaplain when the Revolution broke out, but his church would not consent. The brave and persistent pastor then visited Washington's Cambridge camp, and procured a joint letter from Gens. Putnam and Washington (March 24, 1776), begging the "congregation of Woodstock to cheerfully give up to the public a gentleman so very useful," which they did without more ado. Nathaniel Leonard, his son, and Judge Leonard's father, was born in this ancient town in 1768. Serving in the war of 1812, he was commander of Fort Niagara when the British took that place.

Born in Madison County, Ky., in 1790, and enjoying only common school facilities, he came to Missouri in 1815 or thereabouts, and became engaged in flat-boating on the river. He settled in St. Ferdinand township, St. Louis Co., about 1819, and was one of the first to cultivate the soil in that garden-spot, the beautiful Florissant valley, now so blooming with flowers, overflowing with abundant crops, crowded with homes of wealth and refinement. He had not wasted his time. Reading and study gave him power among men, and his associates in those earlier years of the century were among the best of the region roundabout. He was the friend and companion of the Chouteaus, the Leducs, the Chauvins, the Prattes, the Bissells, the Grahams, the Stuarts, and the Mullanphys. Barton, Bates, Gamble, Geycr, Cozens, and Col. O'Fallon were also among his intimates, not only at this time, but later in the State Legislature. As a farmer, he realized his duties to the community, taking active part in neighborhood improvements, roads, bridges, school-houses, churches. Governor Alexander McNair appointed him justice of the peace in St. Ferdinand township. This was in 1822 or 1823. He afterwards became collector of revenues and taxes for St. Louis County, and still later judge of the county court, performing all these duties efficiently. While judge, the courts all being held in a dilapidated old building on the southwest corner of Second and Walnut, he took steps to build a court-house on the present Court-House Square, which at that time was vacant, uninclosed, and unoccupied save by a public whipping-post, on which malefactors, both male and female, were publicly whipped, receiving generally thirty-nine lashes on their bare backs, the sheriff in every instance being sworn to lay on the lashes to the best of his ability, without "fear, favor, or affection." Judge Hyatt, with the assistance of the other two judges, removed that obnoxious emblem of the administration of justice, and had the contractors, Laveille & Morton, erect what was then considered not only the finest court-house, but also the finest building in the State, the predecessor of the present edifice. Judge Hyatt afterwards, as a legislator, helped to change the law from stripes, as a relic of barbarism unworthy of a highly-cultivated Christian people, to the present penitentiary system. In 1828 he ran for county sheriff, but was defeated by Dr. Robert Simpson. Judge Hyatt's character was never better shown than in the turmoil which followed the Constitutional Convention, whose work was adopted by the people June 12, 1820. For fourteen months the State was kept out of the Union. It was one of the great premonitory struggles on the

slavery issue, and the battle-ground was at the capital of the nation. Turbulent spirits among the frontiersmen threatened "to fight their way into the Union," but Hyatt and many like him opposed and crushed these rebellious schemes. When the "First General Assembly" met in the famous old Missouri Hotel, Hyatt saw Barton elected, saw the struggle against Benton, and took part in these eventful occurrences.

When the first Legislature met at St. Charles and passed the "solemn public act," on the 26th of June, 1821, as a pre-requisite for the admission of Missouri, on the proclamation by the President of the United States, as required by the act of Congress, and under which Missouri was admitted as a State on the 10th of August, 1821, Judge Hyatt supported the measure. The Legislature was afterwards convened to pass relief laws, there being no money in the country and the people in great distress, unable to pay their taxes. This was done by establishing a "loan office," to issue paper money in the name of the State of Missouri, based on the credit of the State, and to lend the same to enable the people to pay their taxes. Frederick Hyatt was a member of the Legislature, and helped to pass this law, but it was afterward declared void by the Supreme Court of the United States as being a violation of the Constitution of the United States. After the Legislature removed to Jefferson City, Frederick Hyatt was a member from St. Louis County, when the attempt was made to remove Judge William C. Carr from the Legislature. Frederick Hyatt denounced the proceeding as "unjust political persecution." When the State-House was burned down in Jefferson City and the archives of the State destroyed, Frederick Hyatt, again as a member from St. Louis County, took his seat in the Senate. In all Judge Hyatt was a member of the Legislature for about twenty years, sometimes as senator, sometimes as representative. He was no speaker, but helped to shape important legislation of the State during these busy years under six Governors. He was always a Whig, and in the great campaign of 1840, when "conventions, log cabins, coon-skins, and hard cider emblems were the order of the day, when paintings, banners, mottoes, processions, barbecues, songs, and speech-making ruled and swept over the land with unobstructed sway, Frederick Hyatt was always on hand in the procession, marching in the ranks of his party." It is also said that during the forty years in which he served the State in various capacities he performed jury service under Judges Tucker, Stuart, Carr, Lawless, Mullanphy, Krum, Hamilton, and other judges of the State courts, and under Judges Peck, Wells, Catron, and

Treat of the Federal courts. He was married four times, his first wife being Miss Hume, of Florissant valley, his second wife a widow lady from Kentucky, his third wife the widow of Maj. Whistler, and his fourth wife the widow of Thomas J. Ferguson. His own death occurred Sept. 10, 1870.

A lawyer of widespread fame was Judge Luke E. Lawless, born in Dublin in 1781. His life was checkered and romantic. At an early age he entered the British navy, serving there till after the treaty of Amiens. Afterwards he graduated at the Dublin University, was admitted to the bar in 1805, and seemed likely to win high standing. But he was a Catholic, and the restriction laws, then in force, presented what seemed insuperable obstacles in the way of his gaining the prizes of the profession. He therefore, in 1810, entered the French service under his uncle, Gen. William Lawless, acted as military secretary for the Duc de Feltre, and was promoted to a colonelcy. Napoleon's final defeat caused him to seek America, scarred with honorable wounds, and in 1824 he settled in St. Louis, where he soon built up a large practice, which he enjoyed till his death in 1846. For three years he was judge of the St. Louis Circuit Court, following Judge W. C. Carr. Judge Lawless was slender, dignified, and always interesting, thoroughly versed in his profession, supreme in his judicial analysis, never eloquent, but terrible in his pungent sarcasm. Taking part in a duel in France, he was rendered lame; he also acted as Benton's second in the Lucas duel. His wife was a French lady.

The most remarkable judicial incident in Judge Lawless' life was his leadership in the famous impeachment of Judge James H. Peck, of Missouri, before the United States Senate. This Judge Peck was a noted man, an accomplished scholar, and a thorough lawyer. Little is known of his early life, but he began the practice of law in Tennessee. He came to Missouri about 1820, and was presently appointed judge of the Federal court, it is said, at the instance of Richard M. Johnson, of Kentucky. In 1826 the difficulty with Judge Lawless began, the latter being counsel for certain Spanish land claims. In April of that year he printed over the signature "A Citizen" a respectful criticism upon one of Judge Peck's decisions on a case similar to those he represented. The judge ordered the proprietor of the paper to show cause why an attachment should not issue against him for contempt of court. A reply was made denying jurisdiction, as an appeal had been taken in the case criticised, affirming that it was a fair and correct statement of the decision,

and saying that Luke E. Lawless was the author. An order was then made on Lawless, who replied respectfully, though denying jurisdiction, but was sentenced to twenty-four hours' imprisonment in jail, and to eighteen months suspension from practice. December 8th of that year John Scott presented in Congress a memorial from Lawless, charging Judge Peck with tyranny, oppression, and usurpation of power. The House committee reported charges of impeachment, which came before the Senate at the following session. It was one of the most important and became one of the most celebrated cases ever brought before that body, the question of the liberty of the press being so closely involved. The House of Representatives chose five of its prominent members, including Buchanan, of Pennsylvania, to manage the prosecution, and William Wirt and Jonathan Meredith, of Baltimore, appeared for the defense.

Among the eminent jurists who were members of the high court of impeachment were Webster, Clayton, Livingston, King, Poindexter, Grundy, White, Forsyth, Chase, and Tazewell. Half the St. Louis bar were summoned as witnesses, the trial occupied six weeks, and the pleadings, which were prepared by Judge Peck and Mr. Lawless respectively, showed the highest ability and the most exhaustive research. Judge Peck was acquitted, and the decision authoritatively settled many questions relating to the powers of courts to punish for contempt.¹

¹ Hon. John F. Darby gives the following version of this interesting controversy: "Richard M. Johnson and his brother came here with some steamboats, which were seized for debt, and he could get no lawyer to defend him except Peck, who was not a regular lawyer. When Johnson went back to Washington he caused Peck to be appointed judge of the District Court. Peck soon after went blind, and would sit on the bench with a handkerchief over his eyes, an animated imitation of the heathen figure of justice. He passed upon the land claims presented, and Edward Bates was the United States district attorney. When the court met in the old building at the corner of Second and Walnut Streets, the people would come and present their claims. Judge Peck on one of these occasions asked some one to explain the *modus operandi* of proceeding. Judge Lucas undertook to explain to the judge. Lawless, who had filed a claim for ten thousand acres for the Soularde, protested against Lucas being allowed to make the explanation to the court. Judge Lucas said he was licensed by an act of heaven, which gave him a tongue to speak and explain; that he had taken his degree in France, his native country, and had been invited to emigrate to America by Franklin; that when Mr. Lawless had applied for admission to the bar he was one of the three to examine him, and had voted to pass him, while one of the others had voted against him, and it might be that he had done wrong in doing so. Lucas was very severe upon Lawless, who had acted as the second of Col. Benton in the duel with the son of Judge Lucas, and it was said that Lawless had fled from Ireland to escape the penalty inflicted upon those engaged in the rebellion. Judge Peck decided against the claim

An idea of the feeling that prevailed in some quarters may be obtained from a statement in the *Missouri Republican* of Feb. 3, 1837, to the effect that in the previous December some members of the St. Louis bar met and passed a resolution to the effect that their objection to the "reappointment of Luke E. Lawless to the office of judge of the Third Judicial District be expressed to the Governor." The following lawyers were present: Henry S. Geyer, Hamilton R. Gamble, Beverly Allen, Gustavus A. Bird, John F. Darby, James L. English, Harris L. Sproat, Charles F. Lowry, Wilson Primm, Charles D. Drake, Ferdinand W. Risque, Alexander Hamilton, William F. Chase, Thomas B. Hudson, John Bent, Singleton W. Wilson. Henry S. Geyer was chairman.

Judge Lawless died in September, 1846, aged sixty-five years, leaving no children. The bar met and expressed their sense of his fine talents, and of the loss to the profession. Bryan Mullanphy was chairman, and Hon. A. Hamilton secretary. Lewis V. Bogy, Edward Bates, Alexander Hamilton, Thos. T. Gantt, and W. M. Campbell drew up the resolutions. The *Dublin Nation*, the exponent of "young Ireland," published a history of the professional and military life of this distinguished man, and reprinted the proceedings of the St. Louis bar in memory of his services. Tradition reports that he ranked among the half a dozen best lawyers of his time, but few persons knew him intimately, as his manner was reserved and almost cold. He was called the most absent-minded man in St. Louis, and if half the stories to that effect be true richly deserved the title. One of his peculiarities was a habit of carrying into the court-room a large green bag in imitation of the English and Irish barristers.

John Delafield, a graduate of Columbia College (1830), studied law with Judge Arius Nye, Marietta, Ohio; was admitted in 1833; married Miss Edith Wallace, of Cincinnati, and in 1849 settled in St. Louis. Here he gained considerable reputation in

of Lawless, and the latter published an article in a newspaper reflecting upon the judge. Peck had the editor brought into court and made to divulge the name of the writer. Peck had Lawless arraigned for contempt, and fined and debarred him from practice. On his way to jail Lawless used the most violent language against Peck. For this conduct Congress impeached Peck, and he was prosecuted in the Senate by McDuffie, of South Carolina, and James Buchanan, of Pennsylvania, and was defended by William Wirt and Mr. Meredith, of Baltimore. Clay, Webster, Calhoun, and other senators of the day sat as the jury, and the trial was conducted without regard to political prejudices. Peck was acquitted because there was not a majority of two-thirds against him, but Congress passed the claim of Lawless for ten thousand acres of land, a matter of great exultation to him."

land cases, but turned his attention to literary pursuits, and wrote several essays and published books on archæological topics. His death occurred in Liverpool in 1865, at the age of fifty-three. He left a wife and four children. The three daughters married, and the son became a prominent business man in St. Louis.

One of Mr. Delafield's contemporaries was L. M. Kennett, whose biography will be found in the municipal chapter, as he was mayor of St. Louis in 1852. Another was Judge J. M. Krum, a biography of whom finds place in the same chapter for the same reason.

Joseph B. Wells was a brother of Judge Carty Wells, of the Lincoln Circuit, who was born in 1805 in Virginia, and died in 1860. Joseph, born in 1806, studied law with his brother, practiced in Warren County, went to the Legislature, and in 1845 moved to St. Louis, where he became William M. Campbell's partner. In 1849, after Mr. Campbell's death, he was in partnership with Judge Buckner. His health failing, he went to San Francisco, and practiced there with Judge J. B. Crockett, since and for many years judge of the State Supreme Court, and afterwards with Hon. Henry H. Haight. His health became worse, and he died while visiting relatives in Missouri in 1858. He was a good lawyer and a genial gentleman. His best work, professionally speaking, was done on the Pacific coast, where he is still remembered with affection and respect. Some extremely important land cases were in his hands.

Judge Robert W. Wells (not a relative of the preceding) ranked with the best jurists of the State, and was born in 1795 in Winchester, Va. His early education was defective, but he was ever an indefatigable student, and became a good classical scholar. About 1818 he began practice in St. Charles; in 1821 was made prosecuting attorney for that circuit under Judge Rufus Pettibone, and in 1826 was made attorney-general of the State, an office which Bates and Easton had held with credit, and which Judge Wells occupied with equal success for ten years. Then he became judge of the United States District Court, remaining in this office until his death, April, 1865, while visiting his married daughter at Bowling Green, Ky. Twice married, his first wife was Miss Barcroft, daughter of Maj. Barcroft (State auditor, 1823-33); after her death he married Miss Covington, of Kentucky. Five children were left to mourn his loss. Hon. Thomas T. Gantt presided over the meeting of the St. Louis bar which was held in honor of Judge Wells. His tribute was a memorable one. Judge Wells, said he, "illustrated and adorned the judgment

seat." "He has done more than any other judge, living or dead, for the elucidation and correct exposition of the United States statutes on which land titles in Missouri depend." "The State is impoverished by his death." Such and of similar import were the utterances of his long-trying associates in honor of Judge Wells. Politically he was a Democrat, supported the Union, and advocated a gradual system of emancipation years before the war. He was presiding officer of the State Constitutional Convention of 1845.

A genial and popular gentleman, for many years clerk of the United States Circuit and District Courts, was Col. B. F. Hickman, born in Frankfort, Ky., in 1810, afterwards a deputy in Francis P. Blair, Sr.'s office, then law student with Judge Saunders; admitted to the bar in 1832, and representative from Anderson County for two terms. Miss Cunningham, his first wife, was killed by being thrown from a buggy, and Mr. Hickman was severely injured. Years after he married Miss Moore, of Kentucky. In 1841 he located in St. Louis, and afterwards in Jefferson City, but in 1848 assumed the court clerkships, which he retained until February, 1871, the time of his death. He could not, of course, in his brief practice win much reputation as a lawyer, but his faithful efficiency as clerk received and retained the friendship of every practitioner in the Federal courts, and the usual tributes to his memory were more than ordinarily earnest. Judge Samuel Treat was one of the speakers on this occasion.

In 1826 irregular living hastened the death of a brilliant young lawyer, Capt. Alexander Gray, who fought in the war of 1812, and reached Missouri in 1816. Soon after coming to St. Louis he became judge of the Circuit Court, and was afterwards judge of the Northern Circuit (St. Charles, Montgomery, and Howard Counties). As an advocate, particularly in criminal cases, he won a great reputation. Judge James Evans reached Missouri in 1816, and secured a large practice in Southeastern Missouri. In 1842 he was appointed judge of the Ninth Circuit Court, but his career was short.

The list of the leaders of the bar who were born previous to the present century is nearly complete, and some glimpses of the lesser currents of activity have been afforded. One of the really strong men of that early bar, of which Gamble, Spalding, Geyer, Bates, and Darby were exponents, was Beverly Allen, native of Virginia, as were so many of the best Missouri lawyers. He was born in the year 1800, in Richmond, and having graduated at Princeton, he began his law studies with Judge Upshur, who gave him letters of

the highest value when he removed to St. Louis in 1827. For a while he had been located at Ste. Genevieve, and was John Scott's partner there. In St. Louis he was for a time a partner of Hamilton R. Gamble. President Adams appointed him United States district attorney, but the next administration removed him for political reasons. He was afterwards in the State Legislature, was member of the City Council, and was for a time city attorney. In 1838 he canvassed the State as a Whig congressional nominee. His death occurred Sept. 12, 1845, on which occasion the *Republican* said,—

"Mr. Allen was a distinguished member of the bar of Missouri, eminent for his talents and professional abilities, and universally admired and esteemed for his sound social, moral, and Christian principles and virtues. In a life not prolonged beyond the medium age he had won for himself, by uniform uprightness of conduct, a reputation which will long make his memory cherished by all who knew him. A few months ago Mr. Allen, accompanied by his wife, made a visit to the south of France and Italy, in the hope of effecting the restoration of his health. He had reached New York on his way home, when his course was arrested and his usefulness cut off by death."

Judge Thomas T. Gantt, whose memory is an unfailing fund of interesting reminiscences, has said of Mr. Allen that in 1839 he was one of the five leading lawyers of St. Louis. His acquaintanceship with land titles was vast and exact. One of his ablest reports was that in justification of the title of Carondelet to the common south of the Rivièr des Peres, which had been unsettled by claims of the War Department.

Capt. Edward E. Allen, for many years a justice of the peace in St. Louis, afterwards clerk of the law commissioners' court, and then a successful lawyer, fought through the civil war, receiving wounds which ultimately caused his death at the age of sixty-one (in 1878). He was born in Norfolk, Va., and educated in Richmond.

Judge James H. Birch, another of the "Virginians of the ancient régime," was born in March, 1804. His early life was spent in Kentucky, where he studied with Judge John Trimble, of the Supreme Court. He married a daughter of Daniel Halstead, of Lexington; removed to St. Louis in 1826, and assisted in editing the *Enquirer*, Col. Benton's paper. The next year he established the *Western Monitor* at Fayette. In 1828 he was clerk of the Lower House, and soon after was sent to the State Senate. From 1849 to 1852 he was a judge of the State Supreme Court. Twice

he served as register of the Plattsburgh land office. His great ambition was to go to Congress, but he failed in accomplishing this object. Stately, commanding, dignified, conservative, possessed of a clear, ringing voice and a graceful delivery, he might have been a marked and useful public servant; but the times were ripe for partisans, and the days of compromises had long gone by. In one of his speeches in 1861 he appealed eloquently to "the people of the North against the politicians of the South," though the civil war had already begun.

The Bay family furnish examples of inherited tastes and faculties that would have delighted Francis Galton. Judge Elisha Bay was for forty-nine years judge of the highest court in South Carolina, and declined a seat in the Supreme Court of the United States in Jefferson's administration. His brother was law partner of Ambrose Spencer, chief judge of the New York Supreme Court. A son of this brother was very successful at the Columbia County, N. Y., bar, ranking with Van Buren, Morrell, and Edmonds, and his grandsons, Samuel M. Bay and W. V. N. Bay, became noted in Missouri as talented advocates and learned jurists. Judge Samuel M. Bay, born in Hudson, N. Y., in 1810, studied some time under Salmon P. Chase, in Washington, engaged in mercantile business, took up law, and in 1833 settled in Franklin County, Mo. He was soon sent to the Legislature, and was afterwards appointed attorney-general of the State, proving a vigorous and successful prosecutor. Removing to Jefferson City, he formed a partnership with Abiel Leonard, of Howard County, and this lasted until 1846, when he changed his residence to St. Louis, and became attorney for the State Bank. In July, 1849, he fell a victim to the cholera. A career of rare promise was thus cut short. He left a widow and four children. His brother, Judge W. V. N. Bay, late of the Supreme Court of Missouri, is the author of the able work on the "Missouri Bench and Bar," from which we have before quoted.

Sept. 12, 1839, a young lawyer of note, Albert G. Harrison, died in Fulton. He was born in June, 1800, in Kentucky, educated there, and removed to Missouri in 1827. For a time he was register of the St. Louis land office, and in 1836 was elected to Congress, and re-elected in 1838.

A man of multifarious eccentricities was William M. Campbell, who died in December, 1849, aged forty-five, a native of Virginia, and a graduate of Washington and Lee University. In 1829 he reached Missouri, settled in St. Charles, became very popular, and was sent to the Legislature and State Senate, but in 1844 moved to St. Louis to edit a Whig news-

paper. In a few years he went to the State Senate again from St. Louis County, and remained in that body until his death. His talents were of the highest order, and his reputation for honesty was unquestioned. Never seeking for office, it was forced upon him in every case. He was absolutely indifferent to dress and money, and nothing ever ruffled his temper. Physically he was as lazy as possible, mentally a giant of industry. He could listen to a speech an hour long, and then write it out from memory, a feat almost beyond belief. As an editor he was invaluable,—he could do the work of a dozen ordinary men. His political editorials were always of a high order. Though seldom appearing in court, his power over a jury was notable.

Another diamond in the rough, full of eccentricities and talents, was James Winston, born in 1813. His mother was the youngest daughter of Patrick Henry, and James was the youngest of twelve children. He had little education, but became a successful practitioner, though he seemed to have no definite purpose in life. He represented the Benton district in the State Senate in 1850. Two years later he was the Whig nominee for Governor, and, though defeated, the wit and fluency which he exhibited in the canvass greatly increased his popularity.

In 1857 the bar lost one of its efficient members by the death of Richard S. Blennerhassett, a noted criminal lawyer, who was born in County Kerry, Ireland, in 1811, and who was related on his mother's side to Daniel O'Connell and to the Spottswoods of Virginia. His father was first cousin of Herman Blennerhassett, concerned in the Burr conspiracy. In 1831 he married Miss Byran, great-granddaughter of Rousseau, came to America, taught school, studied law, was admitted in 1835, and in 1841 reached St. Louis. In 1848, '49, and '50 he was city counselor. It is asserted that he never had a superior in criminal cases at the St. Louis bar. He was not as eloquent as Uriel Wright, but was a better reasoner, and his self-possession was perfect. His social qualities and unbounded generosity made him a universal favorite among his associates and in private life. In one of his most important cases—the defense of McLean for murdering Col. Floyd—he obtained four successive trials between 1842 and 1845, at the last saving his client from the gallows. No record has been kept of his most eloquent speeches, but they seldom failed to win the jury. His management of witnesses and analysis of testimony still live in tradition as unsurpassed among the lawyers of his time.

Robert P. Farris was born in Natick, near Boston,

Mass., in the year 1794. He came to St. Louis about 1815-16, and entered upon the profession of the law. About the time of the admission of Missouri as a State, in 1820-21, he was lieutenant-colonel of the First Regiment Missouri Militia, and upon the office of colonel becoming vacant, he was elected to the same May 25, 1822, by a vote of four hundred and three over his competitor, Col. René Paul, who received one hundred and thirty-one votes. Col. Farris was appointed circuit attorney for the St. Louis Circuit by Governor Alexander McNair, and entered upon the discharge of his duties at the term of the court held on the first Monday of June, 1822, N. B. Tucker then judge. He held the office nearly seven years, being succeeded by Hamilton R. Gamble, March 23, 1829, William C. Carr being then judge of the circuit. Col. Farris was married to the daughter of Capt. Joseph Cross, formerly of the United States artillery. A contemporary journal says,—

“Married at Potosi, Washington Co., on the 31st March, 1824, by the Rev. Mr. Donnelly, Col. Robert P. Farris, of this city, to Miss Catharine Anne Cross, step-daughter of Samuel Perry, Esq., of the above place.”

The notice of his death reads as follows:

“Died in this city on the 27th December, 1830, Col. Robert P. Farris.” He was buried in the Protestant graveyard in North St. Louis, where now stands Grace Church.

His wife died some years previously.

His only son, the Rev. Robert P. Farris, was born in 1826.

One of the most eccentric, liberal, and widely-known lawyers of St. Louis was Bryan Mullanphy, of whom the genial John F. Darby, in his chatty reminiscences, has an abundance to tell. He was born in Baltimore in 1809, and his father, John Mullanphy, who settled in St. Louis in 1804, accumulated an immense fortune, and did much to develop the material resources of the West. Determined to give his son every advantage, he sent him to France, then to England, whence he returned at the age of eighteen, began the study of law, was admitted to practice, and soon took a creditable position. At his father's death it was found that most of the property was willed to his sisters, but they at once admitted him to an equal share. One of these sisters married Gen. Harney, another became the wife of Judge Boyce, of Louisiana, and a third of Maj. Thomas Biddle, while the other two married Charles Chambers and James Clemens, Jr., influential business men of St. Louis. Bryan Mullanphy became a fluent and impressive though not eloquent speaker. Though wealthy, he

enjoyed the practice of law, and his wide range of reading on literary topics rendered him an agreeable companion. He was in several noted trials the antagonist of the best men of the time, and showed fine legal capacity. In 1840 chosen judge of the St. Louis Circuit Court, he served until 1844 with great fidelity, and few of his decisions were reversed. His successor was John M. Krum. In 1847 came an interesting and difficult period of his life, resulting from his election as mayor of the city. The cholera prevailed shortly after, and the dreadful sufferings of poor emigrants suggested to him the disposition he afterwards made of his wealth. His death occurred June 15, 1851, when he was forty-two years of age. For twelve years or more he had filled important offices, and for some time he had been director of the Bank of Missouri. The bar met two days after his death, and Messrs. L. V. Bogy, J. M. Krum, M. Blair, S. Treat, C. D. Drake, H. R. Gamble, and J. F. Darby drafted the resolutions, which closed as follows:

“As a member of the profession, the deceased was distinguished for every quality which makes the gentleman in his intercourse with his brethren, and never for a moment forgot, in the excitements which are inseparable from the practice of the law, his habitual decorum, either to the highest or to the lowest among us, whilst his great legal attainments and varied knowledge made him an ornament to the profession.” Nevertheless, this life, so useful and full of deeds of kindness and of charity, was curiously marred by eccentricities of many sorts, instances of which abound. He seems to have been a quaint, humorous oddity, and dressed with extreme carelessness. His countless gifts to the poor were marked in nearly every instance by some strange provision. His own likes and dislikes were strongly shown. On one occasion he invited a noted actor to take a drive, but drove off and left him twelve miles or so from St. Louis, being, it is supposed, angry at something the latter had said. But all his oddities, and they were many, are but as dust in the balance when weighed against the uprightness of his life and the succession of his charities, crowned at last by his munificent gift to the great city where that wealth had been accumulated by his father. His property was valued at six hundred thousand dollars.

The *St. Louis Republican* of June 17, 1851, gives an interesting account of the character and provisions of his will, which was contested, but fully sustained after a protracted litigation. It seems that after Judge Mullanphy's death many rumors prevailed regarding the disposition of his property, and at first no

will was found. But it was known, however, that a sealed package had been deposited by him with one of the city officers. This instrument, it was suggested, might be his will, and as it was supposed, if so, that it might contain instructions as to his funeral, the mayor notified the relatives of the deceased that at twelve o'clock the package would be opened in the presence of a portion of them, thus summoned, and of other citizens. The package was produced by the city register and opened. The outside envelope contained a memorandum of the circumstances under which the package was received, signed by the then mayor, James G. Barry, and D. H. Armstrong, then comptroller. The will was then opened, on the outside of which was a memorandum in Judge Mullanphy's handwriting, directing that it should not be opened until after his death. This memorandum bore date Aug. 31, 1849. The will itself was as follows :

"I, Bryan Mullanphy, do make and declare the following to be my last will and testament :

"One equal undivided third part of all my property, real, personal, and mixed, I leave to the city of St. Louis, in the State of Missouri, in trust and to be and constitute a fund to furnish relief to all poor emigrants and travelers coming to St. Louis on their way *bona fide* to settle in the West.

"I do appoint Felix Coste and Peter G. Camden to be executors of this my last will and testament, and of any other will or executory devise that I may leave. All and any such document will be found to be olograph, all in my own handwriting.

"BRYAN MULLANPHY. [Seal]

"Witnesses who have all signed in presence of the testator and each other, and saw the testator sign in presence of them and each of them.

"ADOLPHUS WISLIZENUS.

"JOHN WOLFF.

"M. W. WARNE.

"AUGUSTUS SCHNABEN."

This instrument was written on the first page of a sheet of letter-paper, which was folded in letter form and sealed with three separate wafers, over each of which was written the word "wafer." On the outside it is indorsed as follows :

"St. Louis, 31st August, 1849.—I leave this document in the hands of the city of St. Louis by delivering the same to the mayor. It is not to be opened until after my death. It was left with the comptroller, the mayor being absent.

"BRYAN MULLANPHY."

June 19th, Judge Ferguson admitted this will to probate, and P. G. Camden was appointed executor.

The remaining two-thirds of his estate he left by another will to be disposed of according to law. In 1855 the *Republican* remarked that no legal division of the estate had then been made, though commissioners had been appointed, had completed their labors, and had valued the estate at one million five hundred and sixty-one thousand one hundred and fourteen

dollars, or two and a half times the estimate placed upon it at the time of his death. In 1860 the litigation which grew out of this case was decided; the heirs had appealed to the Circuit Court, hoping to obtain all, but were defeated, and took the case to the Supreme Court, where the judgment below was affirmed, thus securing to the city of St. Louis this trust fund. Hopes were then entertained that matters would not be longer delayed, but in 1867 the committee still complained of the slowness with which the Mullanphy trust fund was being made available. At that time it amounted to over six hundred thousand dollars. The City Council created a board to take charge of the property, and so managed it as to produce a satisfactory annual income, to be spent in accordance with the donor's plan. Thus used the fund has become one of great usefulness, and hundreds of persons on their way to the vast Rocky Mountain region have experienced its benefits. It may here be noted that some of the most valuable gifts, in the way of real estate, libraries, and works of art, which American colleges and schools have received came from members of the legal profession, but no more generous gift than this of Judge Mullanphy is on record anywhere.

Charles B. Lord, who died in St. Louis Nov. 15, 1868, was the successor of Edward Bates as judge of the land court. At the time of his death he was one of the Circuit Court judges. He had held the important land court judgeship for two terms, beginning in 1855. Judge Lord was a native of Thomaston, Me., born in 1810, was educated in Onondaga County, N. Y., studied law at Buffalo, was admitted in 1833, and removed to St. Louis in 1843. Meanwhile he had married Miss Wiley, of Philadelphia. His first law partner in St. Louis was Myron Leslie, and when the latter died, in 1848, he was associated with Isaac Kiem. From 1855, as noted, he held judicial offices, and always with credit to himself. In the laws pertaining to real estate he was particularly strong. A leading journal, in announcing his death, said,—

"Judge Lord was a man of no ordinary qualities of mind. Even had he never occupied a public position, his eminence in his profession would have given him a reputation extending beyond local limits. But he was peculiarly fitted for the bench. He possessed a clear, analytical, unwarped judgment and a remarkable perception. We would not assert that his decisions as a jurist were invariably correct, but undoubtedly they were always based upon his best and most conscientious interpretation of the law."

In court he was often severe towards young law-

yers, but his uprightness and anxiety to deal out justice impartially were proverbial.

Abram Beek came to St. Louis from Albany, N. Y., in 1819, as a lawyer and land agent, and was associated for a brief period with Josiah Spalding. He died Sept. 4, 1821, a young man, unmarried.

A son of the Old Dominion, who honored the best traditions of the courtly and cordial past, was Judge Henry Shurlds, born in Gloucester County, Nov. 21, 1796. He was educated at college, and had the advantage of studying law at Richmond under the celebrated William Wirt, then standing at the head of the Virginia bar. In 1819 this thoroughly-equipped young lawyer came to St. Louis, this year being, as the reader will notice, a time when the attention of many who afterwards won high reputation was attracted to the brisk, growing, and impetuous community being organized on the banks of the mighty Mississippi. Much has been said of the land litigation in which many lawyers won fame, but it must not be forgotten that there were great lead, iron, and coal interests beginning to develop, and law cases in that connection were abundant. Potosi, Washington Co., was in the midst of the mines, and here Judge Shurlds settled, and in 1822 married Miss Jane Jamison Bush, of that place; in 1821 he had been appointed circuit judge of that district, which office he resigned to become Secretary of State. In 1832 the General Assembly elected him secretary of the Senate, and the following year the Governor and Senate made him public auditor, which office he held till March, 1837. Meanwhile the State Bank had been organized, and as the times were financially gloomy great caution and skill were needed to conduct it. Judge Shurlds became its cashier, and for fifteen years contributed greatly to its financial success. His death occurred in 1852 near St. Louis, and his only son Edward died in 1865. Of his five daughters one married G. W. Dent, of San Francisco, and the others were all united to gentlemen of position in St. Louis.

The early files of Missouri papers contain many incidental references in advertisements and brief notices which throw light upon the bench and bar of that time. One of the first to be found is an advertisement in the *Gazette* of May 3, 1810, which says, "William O. Allen, Esq., will continue to practice law in all the districts of this Territory except Arkansas, and he will also attend the Illinois General Courts." Four years later, October 24th, was announced the death of Gen. Howard, Governor of the Territory, and a man thoroughly well versed in law, a summary of whose life is given elsewhere. Another of the well-known men of this era was Gen. Ruland,

a sociable and kindly man, who had hosts of friends. His death, which occurred March 1, 1849, was noted at the time as follows: "Gen. John F. Ruland was born in the year 1789, on the banks of the river Raisin, in what is now the State of Michigan. At the age of nineteen he entered the Northwestern army under the command of Gen. Harrison, and served with reputation for several years, as was proved by his having passed rapidly through several grades of military station. At the termination of his military career, and when twenty-eight years of age, Gen. Ruland removed from Detroit to St. Louis, and engaged in the business of surveying afterwards. He was the chief clerk in the office of the superintendent of Indian affairs in this city by appointment of Gen. William Clark. On retiring from this position in 1835 he was then elected clerk of the Circuit Court and recorder of deeds of St. Louis County for a term of six years, and being re-elected, was in office for more than twelve years, and was the incumbent at the time of his death."

David Thomas was brought to St. Louis from Maryland about the time the post was turned over to the United States, being then but three years old. His father died on the journey, and was buried by the wayside. His education was such as the city schools afforded. He practiced law some years, and about 1848 became county judge, filling the office with satisfaction to the public. He had much probate business in later years. His death occurred in December, 1874. Another judge of the county court in early days was Peter D. Barada, born in 1798, and a pioneer of Carondelet. He served at various times as justice of the peace and member of the City Council. His death occurred in August, 1877.

The saddest chapter of a complete history of the bench and bar of any city would be that which tells how men fail in their early struggles and fall by the wayside. Every old lawyer crowned with deserved honors will remember many and painful instances. Usually, but not always, "the fittest survive." Promising young attorneys came to the West full of ardent hopes that perished without fulfillment. The *Gazette* of Sept. 19, 1811, says, "Died at Cape Girardeau, after an illness of six days, George C. Harbison, attorney, aged thirty-one." July 16, 1833, the same paper says, "Died in this place, in the twenty-fifth year of his age, Charles T. Parker, a native of Boston, and a member of the Missouri bar." On the 30th of the same month it says, "Died, after a short illness, William F. Duncan, a member of the Missouri bar. Endowed with a highly-cultivated mind, he was gifted with all those endearing and social qualities which never fail to render their possessor an object

of love and admiration." Jan. 12, 1833, the sudden death of Bethel S. Farr, a young member of the bar, called forth the following: "*Resolved*, That the death of Mr. Farr has deprived the bar of a member who gave every indication of future usefulness and brilliancy."

The most notable loss of the bar in 1839 was that of Joseph M. White, October 19th. A bar meeting was called, Judge Bowlin presiding, and G. A. Bird acting as secretary. The resolutions closed by saying, "The bar of St. Louis has lost one of its brightest ornaments, society one of its most valued members, and the country one of its most gifted and patriotic sons."

Another lawyer who already had made considerable reputation died in 1840. The *Republican* of November 30th says, "Died, on Saturday last at his residence, George F. Strother, Esq., formerly of Culpeper, Va. Mr. Strother was a member of the bar, was a member of Congress from Virginia, and since his residence here has held several highly important offices, having served several sessions in the State Legislature as a representative from this county." In 1841, Stephen Lanham, a justice of the county court, died at his residence near Manchester. The following year (September 23d) Joseph W. Walsh, clerk of the St. Louis Court of Common Pleas, died, aged thirty-two. In May, 1847, Judge Alonzo Manning, of the St. Louis Criminal Court, died. The *Republican* said, "Judge Manning had been for many years a citizen of St. Louis, and was endeared to those who knew him intimately by his many excellent qualities. In his official capacity he was distinguished by uprightness, firmness of purpose, and a desire to render strict and impartial justice."

July 4, 1849, a newspaper announces, "Russell Prentiss, Esq., member of the bar, was buried yesterday." On the 15th of the same month it says, quite as briefly,—

"Died on the 14th instant, of the prevailing epidemic, William K. Titcomb, Esq., aged twenty-eight years, a member of the St. Louis bar."

The same year, June 29th, the same journal spoke of Judge Schaumburg's death, saying that he "was a Creole from New Orleans, and thirty-nine years of age at the time of his death. After graduating with great *éclat* at the Transylvania University, in Kentucky, he studied law and was admitted to the bar of Louisiana. He was made a parish judge, and soon after married one of the fair daughters of our city and became a resident of St. Louis. All who knew him well acknowledged his fine talents, classical education, and bland manners." March 30, 1851, occurred

the death of D. N. Hall, for ten years an active and estimable member of the St. Louis bar.

Of an altogether different sort is a leaf from early St. Louis court records: "On the 7th day of May, 1827, Marie P. Leduc presented his commission as justice from Governor Miller, as also did Hartley Lanham, father of Judge P. J. Lanham. The court was opened by Robert Simpson, sheriff. At the next meeting Frederick Hyatt appeared as associate justice on the bench, and Marie P. Leduc was made presiding justice. The name in French, Marie, was frequently given to males as a premonition of good luck by the old French *habitans*. A large part of the business done at that time was connected with probate matters."

Judge Marie P. Leduc was a distinguished character in the early history of the St. Louis bench and bar. Indeed, his may be said to have been an official life, for throughout the period of his residence in the village until his resignation, about 1839, of the position of judge of the county court, not a year elapsed that he did not occupy some important public station.

Judge Leduc was born in St. Denis, near Paris, France, from whence he came to this country and located in 1793 at New Madrid, Upper Louisiana. St. Louis being then the seat of government, Mr. Leduc removed here in 1799, and being a man of superior abilities, his influence in the affairs of the little village soon brought him into marked prominence. Early in November, 1799, Governor Dehault Delassus appointed him secretary of the province, which office Mr. Leduc held until the cession of Louisiana to the United States. On the 10th of March, 1804, he was appointed by Capt. Stoddard syndic of the town and within four miles of its vicinity. On the 1st of October of the same year he was appointed by Governor William H. Harrison judge of probate, recorder, and notary public of St. Louis. He was appointed translator of the Board of Land Commissioners on the 14th of December, 1805; in 1807 he was appointed by acting Governor Frederick Bates justice of the peace and notary public, and in 1810 to administer oaths of office. In 1812 he was reappointed justice of the peace, judge of probate, notary public, recorder, and register of boatmen, and was also appointed clerk of the Court of Common Pleas.

In 1815 he was appointed clerk of the County Court, and in February of the same year clerk of the Circuit Court, which position he held with great acceptability to his fellow-citizens until 1818, when he resigned, and received from the presiding judge a note expressive of "the great satisfaction with which the duties of said office had been discharged." In 1818

he was elected a member of the Territorial Assembly, and when Missouri was admitted into the Union he was re-elected, and again in 1822, but soon after resigned. In 1825 he was commissioned by Governor Bates judge of probate for the county of St. Louis, and when that court was abolished and the county court created he was appointed presiding justice of the latter, and continued to serve in that capacity until he resigned about 1839. In all the various offices of high responsibility conferred upon Judge Leduc, he discharged his duties with eminent ability and to the general satisfaction. He said "he had no family until the year 1802."

Judge Leduc resigned his last position on account of declining health, and continued to linger until his death, at the residence of Hypolite Papin, "about five miles west" of St. Louis, on Monday, Aug. 15, 1840, aged seventy years.

Another old volume of court records contains the "marks and brands," commencing February, 1831. The first entry is:

"John B. Bavnet, a farmer of St. Louis township, adopts for his brand the letters J. B. B., and for his ear-marks of cattle, hogs, sheep, and goats a crop of left ear and two notches under the same and nothing on right ear." The clerk of the county court at that time was Henry Chouteau, and the writing has the appearance of print.

Another book contains a list of free negroes and mulattoes licensed by the county court of St. Louis County, as all such were required to register. The name, age, height, and occupation are given; the first entry December, 1841, and the last entry May 1, 1863.

The salaries paid in those days in St. Louis County were liberal enough, all things considered. In 1846 the State Legislature abolished the fee system, which had made some offices enormously lucrative, and fixed salaries as follows: Sheriff, per annum, \$7000; clerk of Circuit Court, \$3500; clerk of Common Pleas, \$3000; clerk of Criminal Court, \$2500; clerk of County Court, \$3000; marshal, \$2500; law commissioner, \$1500; each justice, \$1200; each constable, \$1500.

Some of these clerks were lawyers themselves and deserve mention. We will advert to a few in this place and this connection, without attempting to arrange them in chronological order. Joseph V. Garnier was born in France and emigrated to San Domingo. He came away from there at the insurrection of the negroes in 1793 to New York, where he was for a number of years in the employment, in some fiduciary capacity, of Col. Livingston. He came out

to St. Louis about the period of the transfer in 1804. At the incorporation of the borough town of St. Louis in 1809 he was appointed by the trustees the first town clerk, and also filled the office of clerk of the Superior Court of the Territory. Subsequently he was a justice of the peace and notary. He came to St. Louis a mason, and was the first secretary of St. Louis Lodge, No. 111, and subsequently a member of No. 12 and No. 1. His widow survived him, living beyond ninety years of age, and his only child, Harriet, married the Hon. John Hogan.

Col. Thomas Fiveash Riddick was born at Suffolk, county-seat of Nansemond County, Va., on June 5, 1781. He removed to St. Louis about the time of the transfer of the country to the United States, and during the first fifteen years of his residence filled at various periods a number of public offices of trust, as follows: 1807, July 9th, appointed by Frederick Bates, secretary of the Territory and *ex officio* acting Governor, to the office of assessor of rates and levies for the district of St. Louis; 1807, July 10th, appointed by same to the office of clerk of the Courts of Common Pleas, Quarter Sessions, and Oyer and Terminer for the district of St. Louis; 1807, August 20th, appointed by the same a justice of the peace for the township of St. Louis; 1808, May 7th, also appointed by "Frederick Bates, recorder of land titles under the board of land commissioners, about to be absent from St. Louis on official business connected with his duties, his deputy recorder, to act as such in his absence;" 1812, December 10th, reappointed a justice of the peace by acting Governor Bates; 1813, March 1st, reappointed by Secretary Bates to the office of clerk of the before-mentioned courts; 1815, January 2d, appointed by Governor William Clark a justice of the peace for four years; 1817, when the old "Territorial Bank of Missouri" was chartered, he was one of the first directors of the same; and in the year 1820 succeeded Col. Auguste Chouteau, its first president, in that office, which position he held until the collapse of the bank in the summer of 1822. Col. Riddick was for twenty years an active and efficient business man of St. Louis. Subsequently he removed to the Sulphur Springs, in Jefferson County, where he continued to reside until his death on Jan. 15, 1830, at the age of forty-nine, leaving a widow, a sister of Judge William C. Carr, and four children, two sons and two daughters, who subsequently became the wives of Charles J. Billon and Edward Brooks.

Ewel Baker came from Winchester, Va., in 1824, a nephew of the Gambles, and during his few years' residence in St. Louis he was a clerk in the office of his uncle, Archibald Gamble, circuit clerk.

One of the best of real estate lawyers was R. M. Field, who died in July, 1869. He was born in Newfane, Wyndham Co., Vt., in the year 1807. At fifteen years of age he was graduated at Middlebury College, and at eighteen was admitted to the bar. His legal and literary career was marked by great ability and determination, even before he left his native State. In 1839 he came to St. Louis. Field's name was associated with coadjutors or opponents in nearly every important lawsuit in the State during twenty-five years. His profound studies led to the most keen and acute judgment, whether in law or literature. He was familiar with the literature and language of France, Spain, and Germany, and in the ancient classics seemed ever to be as proficient and ready as in his college days. Mr. Field had few intimate companions but many friends, by whom the genial warmth of a generous nature was known and appreciated. To the world he perhaps appeared austere, but it was the austerity of a profound intellect and a deeply thoughtful nature. His success as a lawyer in his native State was in every way unusual. He practiced law fourteen years in his native county, and represented it in the Vermont General Assembly. Judge Story declared some of his special pleas to be masterpieces. From 1832 to 1835 he was State's attorney for Wyndham County. But an event which occurred in 1838 was the leading motive of his leaving his native State. Miss Mary Ann Phelps was engaged to one Jeremiah Clark, but secretly married Mr. Field. She returned home the same day, and soon after told her family, wrote to Mr. Field, desiring to rescind her action and refusing to see him, and in a few days married Clark. Clark and his wife then filed a bill to declare the marriage with Field null and void. The Chancery court so ruled, and the Supreme Court strongly supported this view. After Mr. Clark's death his widow visited St. Louis to bring about a reconciliation with Mr. Field, but he refused to see her. This episode in his life necessarily had a marked effect upon his character, and for many years he avoided society. He finally married Miss Frances Reed, a relative of C. W. Pomeroy, of St. Louis, who died a few years later, leaving two sons, one of whom entered journalism.

At one time Mr. Field's partner was Myron Leslie, also a native of Vermont, and a very gifted man. He was born near Bennington, and had little education, but his abilities were far beyond the average, and he picked up enough law to pass an examination. By 1834 he was building up a lucrative practice in Central Illinois, and by 1837 was in St. Louis, in partnership with F. W. Risque, who afterwards re-

moved to Washington. He then joined forces with Mr. Field, and the firm took high rank immediately. About 1842 he became circuit judge for that district, held the office two years, and then went to the State Senate. In 1845 he was a member of the Constitutional Convention. He succeeded Judge Bowlin as attorney of the old State Bank. As a speaker, he was full of energy and almost invincible when aroused, though often he seemed slow and indolent. In later years his health failed, and he died in 1854, mourned deeply by all his associates.

Judge E. B. Ewing, a prominent lawyer and judge of the Supreme Court, was born in Todd County, Ky., in 1819. His father was Rev. Finis Ewing, one of the founders of the Cumberland Presbyterian Church. He immigrated to Missouri about 1820. He was educated at Cumberland College, Caldwell Co., Ky. Studying the law, he was admitted to the profession at the Ray Circuit Court in 1842, and soon acquired such influence and reputation as to bring him prominently before the people of Missouri. In 1848 he was appointed to the office of Secretary of State, the duties of which he performed for four years. Again, in 1856, he was elected attorney-general, and performed the duties of that office until his election, in August, 1859, to the Supreme Bench, to fill the vacancy occasioned by the resignation of Judge Richardson. This position he occupied until 1861, when he resumed professional practice at the bar, first at Jefferson City, and then at St. Louis, until his election as one of the judges of the St. Louis Circuit Court in 1869. The labors of this office so severely taxed his energies that in 1872 he was induced to accept the nomination for judge of the Supreme Court, to which station he was elected, and he took his seat at the January term, 1873, but his death occurred in June of that year. Pleasant, winning, and earnest in his manners, though often reserved, his uprightness won him the implicit confidence of the public, and though never brilliant, his lucid and well-developed decisions were always to the point, were usually sustained, and commanded the respect of his brothers of the bar. Rev. Dr. Linn, of the Methodist Church, preached his funeral sermon, and the usual resolutions of regret were passed by his professional brethren. One of the interesting episodes of his life was when, in 1856, his brother, Robert C. Ewing, also an able lawyer, was nominated for Governor, in the great triangular contest of that year, but E. B. Ewing was running for attorney-general on the Polk ticket. The brothers were political antagonists, but the ticket headed by Trusten Polk was elected.

A career which well illustrates the sterling qualities of manhood was that of Hugh A. Garland, who was born in Nelson County, Va., about 1805. When sixteen he entered Hampden-Sidney College, and did such good work there that after his graduation he became Professor of Greek at that institution. Shortly after he married Miss Anne P. Burwell, daughter of Col. Armistead Burwell. In 1830 he studied literature and law for a year at the University of Virginia, and then opened an office in Boydtown. Two years later Mecklenburg sent him to the State Legislature. It was a time of great political turmoil. He was an ardent Jackson partisan, and contributed considerably to the controversial literature of the day. For five years he represented that county. In 1838 he was chosen clerk of the House of Representatives. About 1840 he retired to rural and literary pursuits, but in 1845 lost his property through unfortunate business connections, removed to St. Louis, and resumed law practice with an ardor and capacity which bore good fruit. Five years later he published a "Life of John Randolph." His death occurred in October, 1854.

Judge James Ransom Lackland held high rank at the St. Louis bar, though contending against early educational disadvantages, and in later years poor health. His birthplace was Montgomery County, Md., where he was born in January, 1820. In 1828 his parents removed to Missouri, and settled on a farm near St. Louis. His early opportunities for education were limited, until he reached the age of sixteen, to those which a country neighborhood could afford. He then entered the grammar school connected with Marion College, over which Rev. Dr. Potts then presided, remaining there three months. He subsequently attended as student, and afterwards as assistant teacher, a school conducted by Rev. W. D. Shumate, on the St. Charles Rock road, fifteen miles from St. Louis. Beyond these modern advantages his acquirements were the fruits of private study. He next obtained employment in the house of Mullikin & Pratt, wholesale grocers, and was subsequently engaged under his relative, Rufus J. Lackland, as a clerk on a Mississippi River steamboat.

In the year 1845 he became a deputy clerk of the St. Louis Court of Common Pleas, under Nathaniel Paschall, then clerk.

At this time he decided to adopt law as his profession, and began study in the office of Hon. Charles D. Drake, and was admitted to practice in 1846. He had neither fortune nor influential friends, but his indomitable energy enabled him to surmount all obstacles. In 1848 a vacancy occurred in the circuit attorneyship of St. Louis County, and he was

elected to fill it. This was an important office, involving great labor and responsibility, and brought the young lawyer into conflict with the best legal talent of the day. As a prosecutor, he is described as "bold, defiant, and successful." In 1852 he was again a candidate, but shared the defeat of the Whig party of that year, but meanwhile (in 1849) he had formed a partnership with Mr. Jamison,¹ and engaged in civil as well as criminal practice.

In 1853, Judge Colt having resigned from the bench of the St. Louis Criminal Court, he was elected to fill the vacancy, and sat as judge of that court during the residue of the term, which expired in 1856. At the general election in 1857 he was the successful candidate for judge of the St. Louis Circuit Court, then held by one judge, and held that office until 1859, when he resigned from the bench and resumed the general practice of the law as senior in the firm of Lackland, Cline & Jamison. In 1864, attacked by a pulmonary complaint, he undertook long journeys in hope of recovery, and in 1868, partially restored, he became senior member of the firm of Lackland, Martin & Lackland (his brother), from time to time until the day of his death, Oct. 9, 1875, appearing in important cases.

A St. Louis journal after his death said, "The professional career of Judge Lackland was distinguished to an extraordinary degree by untiring industry, vigorous common sense, learning, and integrity of the highest order. As a lawyer, he grasped with unusual clearness and force the essential questions of a controversy, and presented them to court or jury with direct and powerful simplicity of diction. In the discharge of official duty no man was more diligent, more upright, or more fearless. No one charged to protect the community from crime has ever won, whether at the bar or on the bench, a higher or more deserved reputation. And to those who at first doubted whether a like success would attend his labors in his administration of civil justice,

¹ A partner from 1849 till 1852 with Judge Lackland, and at various times since, was William C. Jamison, a resident of St. Louis since 1843. Born in Tennessee in 1822, of a family noted in that State, and educated at Union College, Murfreesboro', he prosecuted his early law studies under Hon. John F. Darby, and later with Messrs. Todd & Krum. In 1846 he opened an office of his own, though licensed nearly two years before. His first partnership was with F. R. Diek. In 1849 it was Lackland & Jamison; in 1853, Cline & Jamison; in 1857, Lackland, Kline & Jamison. In 1863, Judge Lackland retired; in 1866, M. C. Day became a member. Mr. Jamison became administrator for some of the largest estates in St. Louis; and is a director in many prominent companies and associations. Both as lawyer and citizen he possesses high claims to regard. In 1865 he married Miss Mary E. Noe, of Norfolk, Va.

his ceaseless industry and honorable ambition were not slow to furnish a reply. Simplicity, courage, honesty of purpose, scorn of everything mean or base, and dauntless energy, these were his characteristics. As a man, to these in later years was added earnest Christian faith."

There is little to add to this deserved praise of one of the leaders of the St. Louis bar, whose power in impressing a jury has seldom been surpassed. His greatest case was that of Effie Carstang *vs.* the noted Henry Shaw, of Shaw's Gardens, a suit for alleged breach of marriage promise. She had obtained, with Uriel Wright and L. M. Shreve for her lawyers, a verdict of one hundred thousand dollars damages from a jury, to the utter astonishment of the whole city. The verdict was set aside, and a new trial granted. Mr. Shaw retained Judge Lackland and Mr. Glover (his former counsel had been Edward Bates and John R. Shepley), and spent, it is said, twenty thousand dollars in the affair. The woman's earlier history was searched into, and the entire case prepared by Judge Lackland. On the second trial the verdict was for the defendant. The skill and energy displayed in this famous case increased Judge Lackland's already great reputation. In social life he was generous and warm-hearted. He was twice married, and left several children.

We have spoken of Uriel Wright as engaged in the case of Carstang *vs.* Shaw, and it is proper to say further of him here that, all in all, Missouri, and indeed the West, never had a more brilliant, eloquent, erratic, marvelous genius than Maj. Uriel Wright. Judge Bay calls him the "Prentiss of Missouri." Born in 1805 in Virginia, mother of such orators as Wirt and Henry, Uriel Wright, a descendant of the noted Johnsons and Barbours, showed great mental power, and was sent to West Point, but left the institution on his father's death, and began the study of law with Judge Barbour, of Orange County, also in a law-school at Winchester.

After marriage, in 1833, he removed to Missouri, where so many Virginians had taken high rank at the bar, settling in Northeast Missouri (Marion County). He speculated in one of the paper cities of the era, and lost all his means. About this time he served a term in the State Legislature; soon after he removed to St. Louis, having gained reputation as an orator, and found plenty of work in criminal practice, in which class of cases his success was unparalleled, saving the lives of many hardened criminals by his ardent eloquence, of which no specimens have been preserved, but which carried away judge, jury, and audience alike. Judge Bay says, "The style of

Maj. Wright's oratory was *sui generis*; his words flowed from his lips like a placid stream; his voice was clear and musical; his invective scathing." Another writer says, "His eloquence, the beauty of his diction, and the keenness of his logic were universally acknowledged. As a criminal lawyer, he probably never had a superior at our bar." The greatest genius is, however, sometimes allied with the saddest weaknesses. Maj. Wright lacked will-force, moral power, and moral balance. On the heels of a denunciation of gambling so fierce and yet pathetic that men trembled and wept he might be seen at a card-table. Early in his life he was a Whig in politics, and in 1861 was an Unconditional Union man. As such he was elected by a tremendous majority to the State Convention of 1861. He continued to combat secession and disunion until the capture of Camp Jackson. This roused his indignation, and from the steps of the Planters' House he declared on the night of the 10th of May, 1861, that "if Unionism meant such atrocious deeds as had been that day witnessed he was no longer a Union man." Like Sterling Price and hundreds of others, Maj. Wright joined his fortunes with the Southern Confederacy, and served as a staff officer. After the war was over he returned to St. Louis, where he remained a short time, but finally removed to Winchester, Va., where he died Feb. 18, 1869, and "life's fitful fever" was past. The St. Louis bar met and passed resolutions which showed how highly he was personally esteemed. They spoke particularly of his literary culture (he had been a contributor to the *Knickerbocker Magazine*, and was always a great reader). With the beauties of Shakespeare he was perfectly familiar, so much so, indeed, that he often unconsciously spoke in the language of that great author as if he were speaking in his own copious diction. Some of his speeches prove that he was not unfamiliar with the Greek tragic poets, Sophocles and Euripides.

Judge M. R. Cullen, an intimate friend, and himself a fine orator, said on this occasion, "No lawyer excelled Uriel Wright in practical management of a case. As a criminal lawyer, he stood among us unrivaled. Discussing political questions, his eloquence was supremely in the ascendant, and the brilliancy of his language won the hearts of his hearers." In conversation, also, he had the same unique combination of wit, talent, and solidity which made his forensic efforts so successful. A little more common sense would have undoubtedly given this eloquent advocate a national reputation.

There is something at least of coincidence in the fact that while Walter C. Gantt was a most promi-

ment victim of the cholera in 1866,¹ Thomas T. Gantt was among the most devoted combatants of the disease in 1849. During the epidemic the Committee of Public Health was organized, with Thomas T. Gantt as chairman. He filled this position with such ability and thoroughness that when the scourge was driven from the city and the committee disbanded they closed its existence with the following resolution :

“That the thanks of the committee are due, both in their own behalf and in that of the citizens of St. Louis generally, to Thomas T. Gantt, Esq., for the zealous, able, efficient, and impartial manner in which he has discharged the many and arduous duties devolved upon him as president of the Committee of Public Health during the existence of said committee as a Board of Health, under the city ordinance ‘to prevent the spread of cholera.’”

Thomas Tasker Gantt bears the names of two of the oldest Maryland families, and was born at Georgetown, D. C., July 22, 1814, his mother being a Stoddart. Young Gantt studied at Georgetown College, and then had an appointment to West Point, which after a two years' course an accidental injury compelled him to leave. He studied law in Upper Marlboro', Prince George Co., Md., under Governor Pratt, and after passing the bar, came West to St. Louis in 1839. Since then his career has been thronged with events and crowned with successes. In 1845, President Polk made him United States district attorney. In 1853, Mayor How made him city counselor; next year the great riot occurred. Mr. Gantt, after helping to suppress it in the streets, drew the police bill, which made the recurrence of such mob violence almost impossible. Many other instances of his successful war upon public abuses are recorded. In 1861, Mr. Gantt became a leader among the Unconditional Union men of St. Louis; served as colonel and judge-advocate in McClellan's Army of the Potomac, provost-marshal-general under Schofield in Missouri, etc. Returning to his profession after the war, Col. Gantt continued in active practice and

¹ A St. Louis journal of Aug. 18, 1866, thus notices Mr. Gantt's death :

“Col. Walter C. Gantt died very suddenly at his residence in this city yesterday, at two o'clock P.M., of cholera. He had attended a meeting at the court-house on Thursday night of the Society for the Preservation of Game, and participated in the proceedings by the delivery of a short speech, apparently in his usual good health. His wife and child were absent on a trip East. Col. Gantt was thirty-six years old, a lawyer of respectable standing at the St. Louis bar, and had been assistant circuit attorney since the fall of 1864. During the recent troubles he volunteered into the Third Missouri Cavalry, and was lieutenant-colonel of that regiment when it was mustered out of service.”

active political service until 1875, when Governor Hardin made him presiding judge of the St. Louis Court of Appeals. During the same year he was a member of the convention which framed the present Constitution of the State, and was chairman of the committee on the bill of rights, and a member of the committee on the legislative department. He was also the author of Sections 19, 20, 21, 22, 23, and 24 of Article IX. of that Constitution, which separated St. Louis from the county and made it a free city. It was the first attempt of that nature in American jurisprudence, and its success so far has proved the wisdom of the departure. Col. Gantt returned to the bar in 1877 rather than soil the ermine by making a canvass for popular election. That year, the one of the great strike, he was a leading member of the Committee of Safety, seeking to restore law and order. Col. Gantt is wealthy, esteemed, scholarly, distinguished at the bar, but most eminent as the public-spirited citizen to whom all turn, and upon whom all rely in danger and critical emergencies.

In his political career, while he has never been a seeker of office nor asked for the applause of his fellow-citizens, Judge Gantt has consistently and persistently followed a straight course as a constructionist. During the war he was an Unconditional Unionist and a war Democrat; was an opponent of the Drake Constitution and all radical or reconstructive measures; a supporter of President Johnson's policy, and being opposed to the Democratic party in the nomination of Mr. Greeley in 1872, voted for Charles O'Connor for President, but for Mr. Tilden in 1876. He claims that his political career antecedent to the war was consistent, having voted for Seymour in 1868, for McClellan in 1864, for Douglas in 1860, for Buchanan in 1856, for Pierce in 1852, for Cass in 1848, and for Polk in 1844. In 1840 he voted for Harrison on his pledge to reform the civil service; but when the Whig party repudiated that pledge he returned to the Democratic party, to which he has since constantly adhered. But in his political views, while tenaciously clinging to his opinions, he has ever been liberal toward others, and only asking the same liberty for himself. He never asked for an office. Mr. Gantt has never been a member of any church, but has since early manhood inclined toward Unitarianism in his religious belief.

He was married in 1845 to Miss Mary Carroll Tabbs, a granddaughter of Charles Carroll, of Bellevue, Md. In regard to his professional, social, and other characteristics, an eminent gentleman of St. Louis, who has known him long and intimately, says, “He is a man of genial disposition, honorable in his

dealings with his fellow-men, being possessed of a stern sense of justice, and endowed with a keen and discriminating intellect, which enables him to separate the true from the false and the ideal, being gifted in an eminent degree with the qualities which have distinguished him as a lawyer and a judge. There is no man who, by precept and example, has done more than he to preserve the honor of the legal profession in the courts where he has practiced and in the community where he has resided; and whilst it must be admitted that among his contemporaries he is one of the most learned men in the profession, it may be said that he has not considered a professional knowledge of jurisprudence at all incompatible with general culture and literary accomplishment, for in spite of the arduous duties of his profession, he has not only kept himself well informed in the political history of his country, but his literary attainments are of a high order. Industrious, energetic, and orderly in his habits, the knowledge which he has acquired on all subjects to which he has directed his attention is peculiarly accurate and reliable, and this may be attributed not less to his industry and close attention than to his natural love of truth and justice."

Another of the men who, like Judge Lackland, were the architects of their own fortune, and who climbed with steady foot against many disadvantages to a high place, was Thomas B. Hudson. His birthplace was Davidson County, Tenn., the year was 1814. Academically educated, he began law studies in 1832, and about 1835 removed to Tennessee, and began practice. About 1840 he was a member of the City Council, and two years later became city counselor. He was quite a politician, and in 1840 occurred the Chambers-Hudson duel. Hudson was a candidate for the Legislature; Col. A. B. Chambers was editor and part proprietor of the *Republican*. An editorial had contained imputations upon Mr. Hudson's truth and courage; he replied with a challenge. The parties met and exchanged three shots without effect. A reconciliation followed, and they became lifelong friends. In 1842, Mr. Hudson went to the Legislature, and distinguished himself as one of the most influential of its members. At one time he was president of the North Missouri Railroad Company. About 1854 he retired from the more public sphere in which he formerly moved, and devoted his time to the improvement of a handsome estate and the pursuits of agriculture at his home, Glen Owen, in the Florissant valley, ten miles north of St. Louis. During the Mexican war he raised a cavalry company, was chosen captain, and was one of the heroes of the Doniphan expedition. His wife was Miss

Eliza Chambers. Capt. Hudson's death occurred in 1867.

Governor Trusten Polk, one of the ornaments of this period of the St. Louis bar, which then included such men as Wilson Primm, M. Blair, and J. B. Bowlin, became widely known for his adhesion to the cause of the South. His absolute devotion to what he deemed his duty involved personal sacrifices such as earn for his convictions at least respect. After the war he resumed practice in St. Louis, and in fact just before his death, in April, 1876, was preparing an address in the land case of *Glasgow vs. the Lindell heirs*, which case had then been twenty-three years in court. He was born in Sussex County, Del., in 1811. His father was a well-to-do farmer, and his mother was the sister of Governor Peter Causey. His father gave him a university education at Yale College, where he graduated with high honors in the class of 1831. Soon after he went into the law-office of James Rogers, attorney-general of Delaware, where he remained nearly two years, when he returned to Yale College, and attended a two years' course of law lectures. Returning home again, he was admitted to the bar, but in 1835 removed to St. Louis. Two years after his arrival he was united in marriage to Miss Elizabeth W. Skinner. One of his daughters afterwards married William F. Causey, his law partner and nephew. He labored with brilliant success for nearly ten years, but his health failed. In 1845, while absent on a visit to Cuba, he was elected from St. Louis County as one of the members of the convention which assembled in 1846 to revise the Constitution of the State. James O. Broadhead, Judge Robert Wells, William M. Campbell, Myron Leslie, Uriel Wright, James S. Green, and others were also members.

In 1848 he was chosen a member of the Democratic Convention which nominated Judge Austin A. King for Congress, and in 1848 was one of the Presidential electors on the Cass-Butler ticket. In 1856 he was made the nominee of the Democratic party for Governor, and was elected after an exciting contest over his Free-Soil and Know-Nothing opponents. Receiving the vote of his party in the Legislature for United States senator, he resigned the gubernatorial seat soon after his election to the position and entered Congress. With reference to this eventful period, a prominent journal said at the time,—

"Honors have clustered upon Mr. Polk during the past year. The party he represents bore the sneers of the Benton organ for a number of years. He himself was taunted with having a constituency of sixty-four votes, and commiserated for the feeble signs of his

popularity. Since then the Benton faction in the State has steadily declined. Mr. Polk, in spite of the Benton coalition with Know-Nothings, was elected Governor by a very gratifying vote; and now, again, in joint session of the Legislature, Mr. Polk, by a vote of one hundred and one, is declared United States senator for six years, offset by the mournful vote of twenty-three for Col. Benton." Shortly after the breaking out of the war in 1861 he resigned his seat in the United States Senate and cast his lot with the Southern Confederacy. In 1864 he was taken prisoner, and was confined on Johnson's Island until exchanged several months afterwards. During the war he held the position of presiding military judge of the Department of the Mississippi. At the close of the war he returned to St. Louis to find his property in the hands of the government, but it was afterwards restored to him. Governor Polk was again offered positions of high public trust, but invariably declined. He was generally recognized as one of the leading members of the St. Louis bar, and was engaged in many important cases. He was a member of the Methodist Episcopal Church, and all his life showed consistent Christian virtues. Few men had fewer enemies. His diligence, patience, friendliness, and courtesy were the corner-stones of his success.

Judge Wilson Primm was born Jan. 10, 1810, in St. Louis, the city which recognized his talents and virtues in after-years by choosing him to many offices of trust and honor, and his death occurred in the same city, after a long and useful life, Jan. 17, 1878. He was twice married, leaving in all five children. He was the oldest of the eleven children of Peter Primm, a Virginian, and Mary La Rue, of French descent. His second wife and his mother survived him a short time. The latter, at the age of eighty-six, recalled vividly the eventful history of St. Louis, and the changes of government in the early Territorial history, the American flag being triumphantly carried up Walnut Street, and the Stars and Stripes unfurled from the fort or magazine, on which occasion, she said, all of the French and Spanish inhabitants of that day, herself among the number, shed tears of misgivings and regret.¹

Wilson Primm attended the village French schools, and then Judge Tompkins' English school, showing great application and capacity. He was then sent to Bardstown College, Ky., where he graduated, and returned to read law under Hon. Edward Bates, who

had showed him many kindnesses, and given him every encouragement. At the age of twenty-one he was admitted to the bar, and became justice of the peace for a few years. Charles D. Drake, of Illinois, was his first law partner. George R. Taylor and Charles C. Whittlesey were subsequent partners. In his younger days Judge Primm was an ardent



Wilson Primm

Whig. In 1834 he became a member of the Board of Aldermen, and was retained in that body through many administrations, being its president for many years. He was elected in the fall of 1834 to a seat in the Missouri House of Representatives, and re-elected for several terms.

His efforts in improving the harbor of St. Louis and in fostering its educational interests were great and unremitting. He urged the sale of the "commons" and the devoting of a part of the proceeds to the public schools, and assisted in organizing the first Board of Education, of which he was the first secretary. He was long in the habit of attending the public school examinations and addressing the children, and made some of his happiest efforts on such occasions. In 1846 he was an unsuccessful candidate for sheriff, but some years later was elected clerk of the Circuit Court. About 1862 he was chosen judge of the St. Louis Criminal Court, and for thirteen busy years filled that place with uniform excellence. For

¹ Judge Primm's mother, grandmother, and great-grandmother were born in St. Louis, and Col. A. R. Easton contributes the remarkable fact that lately enough to come within his distinct recollection they were all living in the city.

a brief period he returned to practice, but his health failed, and he retired permanently. It is difficult to give any one a proper idea of the well-rounded strength and simplicity of his character. He was called the best linguist at the bar; his social qualities were almost of the nature of genius, and he was a famous amateur vocalist, violinist, and elocutionist. On March 3, 1878, George R. Taylor delivered an eloquent address upon Judge Primm. It shows clearly the devoted affection he won from his associates. Others were equally loved, but none better. His professional capacity and his loyalty to right were corner-stones of his life. In many and important cases the patriarchs of the bar, Geyer, Bates, Gamble, and Spalding, were his associates or opponents. Mr. Taylor says, "As early as 1837 he was among the members of the bar which had for its object the purification of the bench, alleging that the judge of the Circuit Court, among other grievances, was too passionate and impatient while on the bench to admit a calm and full examination of cases. Subsequently, in the impeachment trial of Judge Peck before the United States Senate, the oldest members of the bar were summoned, and among them Wilson Primm, who at that early day showed attainments of so great and universal a character, combined with the blandest manners, not supercilious or obtrusive, with a voice full, musical, and persuasive, that it is no wonder he at once took high position among his brethren." As a witness in the Peck case, he was called upon to translate many of the old French and Spanish archives, and it is related that he attracted universal attention in Washington by his natural grace and charm of manner, and electrified the social circles by his wit and accomplishments.

Judge Hamilton, in after-years, remarked, "None knew better the true use and power of language, or how to match the expression to the thought. It was this peculiarity, added to soundness of judgment, aptness and beauty of illustration, and a voice of rare sweetness and variety of intonation, that made him so successful before the jury." Hon. Gilchrist Porter recently alluded to his recollections of Wilson Primm's eloquence as far back as 1836 before the St. Charles court. The resolutions passed by the St. Louis bar after his death were unusual tributes of respect and affection. In the historical address before alluded to Mr. Taylor speaks of his many professional kindnesses. In 1841 a young and promising lawyer was shot and killed; Judge Primm bore the funeral expenses and gave his splendid talent in the murderer's prosecution, and dozens of such cases occurred, notably in the famous Montesquieu trial, where his knowledge of

French was of great service. He aided largely in establishing the insanity of the elder and the innocence of the younger brother. One of the objects of his peculiar interest was the old cathedral, to which so many of the old French descendants contributed years of labor, love, and talent. He was a member of the executive committee that built the cathedral, and organized and for a long time led its choir. Though in demand on public occasions, as an orator of force and grace, his masterpiece in this line was delivered on Feb. 15, 1847, when the anniversary of the founding of St. Louis was celebrated. From the steps of the court-house Judge Primm thrilled a vast assemblage with his fervid and impetuous language, surpassing himself, and surprising even his closest friends.

Judge Primm possessed a vivid recollection of events connected with the progress of the city, and his reminiscences were very interesting. He wrote a small historical treatise, which was accepted as authority as to the matters of which it treated, and delivered numerous addresses and wrote numerous articles for the press on the history of St. Louis.

Judge James B. Bowlin, a contemporary of Judge Primm, died in July, 1874. He was born near Fredericksburg, Va., in 1804, and moved to St. Louis in 1833. In 1837 he was married to Miss Margaret Colburn. In 1838 he represented St. Louis County in the Legislature, and on the establishment of the Criminal Court he was elected judge, being the first to hold that position. Under President Polk's administration he was minister to Bogota, New Grenada, and during the second year of the administration of President Buchanan he was appointed special commissioner to Paraguay, which was the last political position he held. His diplomatic career was a very successful one, and he was held in the highest estimation abroad. Much of his success in life can fairly be attributed to the beauty, manners, and ability of his wife. He mingled in politics a good deal in early years, and established a Democratic paper. He served in Congress for four terms, beginning in 1842, and was very popular there. The warm feelings manifested when the usual bar meeting was held after his death showed how strong a hold upon his associates Judge Bowlin had gained. Hon. John F. Darby, always ready, genial, and full of reminiscences, said, on that occasion,—

"He had known Judge Bowlin since the latter came to St. Louis, and although they were on opposite sides in politics, they were always warm friends. Judge Bowlin was a Jackson man all over, and swore by Tom Benton. The speaker was an enthusiastic Whig. In 1838 they were opposition candidates for

Congress. At that time the Jackson party was dominant, and had had unlimited sway for twenty-five years. Previous to that congressmen were elected by the State at large, and twice Judge Bowlin had been so elected. A nomination on the State Democratic ticket at that day was always regarded as equivalent to an election. He recollected going out into the State to electioneer for his party, and meeting a man who told him he was wasting his efforts, as there were not Whigs enough there for seed. In the canvass of 1838, however, the State had been for the first time districted, and it happened that in this district the Democratic party was not in the ascendancy, so Judge Bowlin was beaten. Up to this time there were but two courts in St. Louis County,—the Circuit Court and County Court. The criminal business had increased until it was found necessary to separate it from the civil business, and the Criminal Court was created. The Senate nominated Judge Bowlin, and the Governor commissioned him. He was universally considered by the bar as a just and impartial judge, and in the days when Geyer and Allen, and Spalding and Bates, and other great men practiced before his bar, he was equal to dealing with all the intricate questions that arose. The speaker cited two great cases that had been tried before him, which showed what metal he was made of, as a lawyer and a man. In one of these cases a great popular interest was excited, and much angry feeling. Judge and jury, defendant and counsel, witnesses and spectators, all came into court armed to the teeth, and no man could tell when the case might be appealed from a court of justice to one of force and violence. Amid all the excitement, Judge Bowlin sat unmoved, coolly rendering his decisions, and satisfying both sides that he was intending to do impartial justice, and when at length a decision was reached it was gracefully accepted by the losing side without a word of fault-finding with the judge."

At this meeting of the bar Hon. L. V. Bogy presided; Governor Polk, Hon. S. Clemens, and others were among the speakers. Judge Bowlin had a younger brother, Richard H., who entered the navy, served with credit for eight years or so, then went to San Francisco, edited a paper, and took part in politics. Leaving this field he studied for the bar, returned to St. Louis, began practice, and was soon elected to the Legislature, but his health failed, and he died in June, 1859.

One of the fine lawyers and business men of the past was Hon. William M. McPherson. Born in Boone County, Ky., in 1813, the recipient of limited school advantages, a school-teacher himself, brought

up in a rugged way on a farm, and spending his spare hours in reading law, this gentleman deserved all his success. He studied in Lexington at the Transylvania University, practiced in his native place a while, removed to Arkansas, where he met with financial reverses, came to St. Louis (1841), and entered upon a career that enabled him by 1852 to pay up his Arkansas liabilities. He was known as an excellent advocate, served two terms as prosecuting attorney, and one term in the Legislature. His marriage in 1843 to Miss Mary Mitchell was blessed with five children. He became in later years an extensive and successful operator in real estate, built several business blocks, was a director of several railroads and other important companies, and Thomas Allen's successor as president of the Missouri Pacific. The Bellefontaine Cemetery was one of his enterprises, and, in brief, the city, as it stands, owes much to his business energy. His death occurred in November, 1872.

In 1834 or 1835, Charles D. Drake, whose biography is given on another page, began practice in St. Louis, and soon after identified himself so enthusiastically with the idea of establishing a law library that it is properly his best memorial. In 1847, May 22d, the Law Association, in honor of his efforts, tendered him a banquet. (At that time the library had twelve hundred and eighty-five volumes, sixty-nine members, and an annual income of six hundred dollars.) Joseph B. Crockett, president of the association, presided. Forty-five members took their seats, and the following invited guests: Hon. Thomas H. Benton, Hon. Nathaniel Pope, district judge of the United States for the district of Illinois; Hon. Robert Wash, formerly judge of the Supreme Court of Missouri; Hon. Ezra Hunt, judge of the Third Judicial Circuit of Missouri; Hon. Peter Ferguson, judge of the St. Louis Probate Court. In the course of his speech Mr. Drake gave a *résumé* of his labors in behalf of the library, saying,—

"When I made my home in our city it was a town of seven thousand five hundred people, now it numbers fifty thousand; then there were seventeen members of the bar, now they count nearly one hundred and forty. Of these seventeen, four have passed, by death, from our midst, four have retired from the active pursuits of the profession, two have removed to other homes, and seven remain, five of whom are with us this evening. I made in 1838 the effort which has resulted in the establishment of our association. First securing the countenance of the seniors of the bar, I went through our ranks and obtained twenty-two signatures to the original proposals. Twenty of those signers paid twenty dollars apiece, and with the

four hundred dollars thus contributed, barely enough to purchase one hundred volumes of books, the law library was commenced."

John F. Darby, in his reminiscences, mentions the fact that until 1836 large pasture and timber tracts had lain waste near St. Louis on "the common," and were the resort of desperadoes. In July, 1838, Judge Thomas M. Dougherty, of the county court, was murdered on the road between St. Louis and Carondelet, being shot with seven buckshot in the head. His friends offered a reward of one thousand dollars for the apprehension of the murderers, and every effort was made to find them, without success. In 1840 a letter was received in St. Louis from Texas, signed by a Dr. Hughes, stating that he committed the deed to gratify his revenge for an injury he imagined he suffered through the agency of Judge Dougherty. This man Hughes had many years ago been engaged in circulating counterfeit money, and was detected and sentenced in Kentucky to ten years' imprisonment, which he served out, and shortly after was seen in St. Louis. Further than this the entire tragedy has since that time remained a profound secret. In 1843 the murder and robbery of a Santa Fé trader named Chavir created considerable excitement. Joseph Brown and John McDaniel were executed in 1844; six or eight accessories, after confinement in jail for some time, were pardoned by the President.

Williamsboro', N. C., was the birthplace of one of the most popular members of the bar, Willis L. Williams, who died in March, 1857, aged forty-eight. He graduated at Amherst, studied law with Joseph Bradley, at Washington, and daily attended the Congressional debates, taking copious notes. His admiration of Clay and Webster was unbounded, and through life he was an ardent Whig. After practicing at Paris, Tenn., for a short time he removed to St. Louis (1842), and became very successful. The revising session of the Legislature of 1844-45 found him an acknowledged leader in that body. Many as were his talents, perhaps his powers of shining supreme in the social circle were most unusual. He exercised, and always for good, a strange fascination over every one he met. A born optimist, he looked on the bright side of everything, and tried to make every one happy. When after his death the members of the bar assembled, the room was densely crowded, and the oldest members of the bar vied with each other in expressing their sorrow. Sobs were heard and tears seen on many faces. It was as if a loved relative had departed. Edward Bates showed much feeling. He said he felt as if he were walking among the gravestones of his former associates. "I

have known Mr. Williams," he said, "from the first month of his residence here,—a man of warm impulses, of active heart, so to speak, sometimes impulsive, but even then, it occurred to me, his fault leant to virtue's side. His success at the bar shows at least his qualification, and even when he gave offense, as we all do sometimes, the kindness of his heart won back the affection of him that he may have offended. Mr. Williams belonged to a family remarkable for their success in life, many of them eminent in their old native State of North Carolina. Some have flourished since in South Tennessee, and he was pursuing here a course that might have rendered illustrious his own name."

Charles D. Drake, Senator L. V. Bogy, Gen. Coalter, Judge Albert Todd, Judge Primm, and others paid affectionate tributes to the deceased. Before the Court of Common Pleas, Mr. Strong said, "It would be invidious and untrue to say that he was foremost in his profession, but we all know that in legal attainments, in the number and magnitude of the cases in which he was engaged, and in the general success of his professional life, he had secured a rank among those who are really eminent. Few men could appreciate more quickly or thoroughly whatever is beautiful in thought, or elegant in expression, or striking in sentiment, or droll, grotesque, and ridiculous in its character. He possessed a great fondness for the humorous, imitated well, and was, among his other genial qualities, an admirable story-teller. He had that greatest glory of man or woman, a large heart."

Of the members of the St. Louis bar who devoted much of their time and talents to the material development of the city, few, if any, played a more active or more prominent part than Lewis V. Bogy. His family was of French extraction, his grandfather having come from Canada and settled at Kaskaskia, where he married Miss Placy. About 1786 or 1787 he began to trade with the Indians in what is now Arkansas, and owing to the lack of facilities in that section of the country, sent his son Joseph, father of Lewis V., to New Orleans to be educated. In 1805, Joseph Bogy settled at Ste. Genevieve, where Lewis V. Bogy was born on the 9th of April, 1813. French was the language of the people, and no English school was established there until John D. Grafton, from Connecticut, opened one in 1822. After remaining at this school for one year, young Bogy was sent with his brother Charles to a Catholic school at Perryville, and while there was attacked by a white swelling, which interrupted his studies for several years. He next engaged as clerk in a store, investing all his savings in books, which he studied in the evening

after business hours. He finally decided to study law, and for that purpose was admitted, in 1832, to the office of Judge Pope, at Kaskaskia, Ill. On leaving home he placed in his mother's hands the following remarkable paper :

“STE. GENEVIEVE, Jan. 16, 1832.

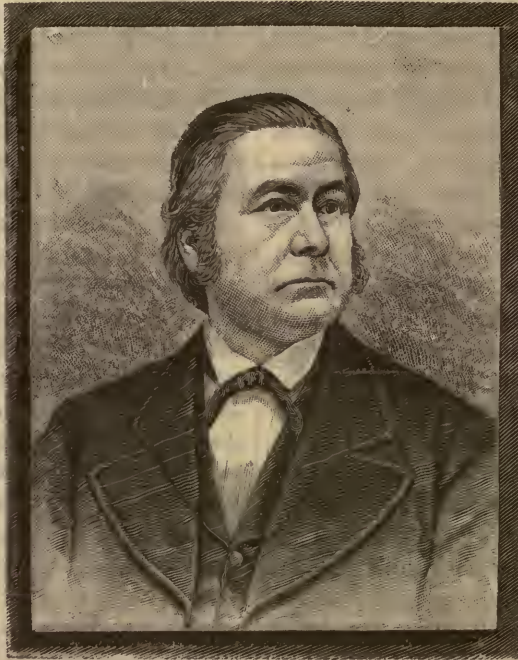
“On this day I left home, under charge of Mr. William Shannon, an old friend of my father, to go to Kaskaskia, to read law in the office of Judge Pope. My education is very limited, but with hard study I may overcome it. I am determined to try; and my intention is to return to my native State to practice law, if I can qualify myself, and while doing so to work to become United States senator for my native State, and to work for this until I am sixty years old. I will pray God to give me the resolution to persevere in this intention. I have communicated this to my mother, and given her this paper to keep. So help me God!

“LEWIS V. BOGY.”

His intention to become a United States senator was never lost sight of, and was finally realized. In order to acquire a knowledge of Latin, he made an arrangement with Father Condamine, a Catholic priest of Kaskaskia, who agreed to give him lessons in return for his services as altar assistant. Young Boggy served as a volunteer in the Black Hawk war, and upon the cessation of hostilities returned to Kaskaskia and resumed his studies. In December, 1833, he entered Transylvania University, at Lexington, Ky., John G. Miller, J. S. Rollins, and William M. McPherson, all of Missouri, being among his classmates. He taught school a while, returned to his studies, and graduated in 1835. In April, 1835, having obtained a license from the Supreme Court of Missouri, he opened a law-office in St. Louis, associating himself with Logan Hanton. He was elected to the Legislature in 1840, but devoted himself otherwise to his growing practice until he decided to enter politics. He removed to Ste. Genevieve, then in the St. Louis congressional district, and led the anti-Benton party there in a very bitter campaign, but was defeated. At the next election for national representatives he ran against Col. Benton himself. Though Boggy was defeated, the talents he displayed increased his repu-

tation. Two years later he was again sent to the State Legislature. In 1848 he became interested in the Pilot Knob iron ores, but ten years' experiment ruined him financially, and he was forced to return to his law practice. In 1863 he was nominated for Congress in St. Louis against Francis P. Blair and Samuel Knox, but, as the Democrats were largely in the minority, was defeated. In 1867, President Johnson called him to the head of the Indian Bureau, but the Senate, being Republican, refused to confirm him, and at the end of six months he retired, after exhibiting superior administrative capacity.

From this time he occupied no other public position until 1873. In the beginning of 1873, Hon. Frank P. Blair's term of office being about ended, Mr. Boggy announced himself as candidate for the place of United States senator. There were a number of candidates on the occasion of the Democratic caucus nomination for senator, the contest finally narrowing down to Boggy and Blair, and resulting in the election of the former by a vote of sixty-four to fifty-seven. When the election by the Legislature took place, Mr. Boggy was elected over the Republican candidate, Hon. J. B. Henderson, by a majority of fifty-nine votes. In the Senate Mr. Boggy chiefly devoted himself to the question of finance, and was especially



Lewis V. Boggy

prominent in connection with the silver bill. He was a member of the congressional commission which visited different cities for the purpose of securing information upon the silver question, and was also its chairman. He was an earnest worker for Western interests, and active in the work of securing direct trade with Brazil. As a member of the Senate, his course was marked by moderation, ability, and great industry, and he speedily won the esteem and respect of his associates. He died at his residence in St. Louis, Sept. 20, 1877. His wife, who survived him, was a sister of Gen. Bernard Pratte, and he left two children,—Joseph Boggy and Mrs. T. S. Noonan.

Mr. Bogy was a man of great generosity of heart, charitable toward all who needed help, steadfast in friendship, vigilant in the discharge of his duties, and altogether one of the best citizens St. Louis has ever had.

Hon. James S. Rollins, born in Kentucky in 1812, became a resident of Boone County, Mo., in 1830, and graduated at the Transylvania Law School in 1834. He became the political leader of his section, served many terms in the State Legislature and in Congress, and was particularly distinguished as the friend of public schools and universities, and of internal improvements. His services in the Thirty-seventh and Thirty-eighth Congresses were of peculiar importance, sustaining as he did the war measures of the government and the famous Thirteenth Constitutional Amendment.

Another "noted Transylvanian" was Greer W. Davis, born in Kentucky in 1799, and for fifty-seven consecutive years a lawyer in Cape Girardeau County, Mo., seventeen of these years being passed as circuit attorney. He died in 1878, the only survivor of the Territorial lawyers of Missouri. Since 1824 he had been a consistent member of the Methodist Church. His son is now a member of the St. Louis bar.

Descendant of a well-known artist, graduate of a New England college, a lawyer of good standing, and an officer in the late civil war, Chester Harding lived an active and useful life. His birthplace (October, 1826) was Northampton, Mass. In 1847 he began his law studies in St. Louis, under his brother-in-law, Judge John M. Krum, of the Circuit Court. The next year he entered the Harvard Law School, graduated in 1850, returned to St. Louis, in 1852 became Judge Krum's partner, and, being diligent and capable, was soon favorably known. The firm of Krum & Harding continued till 1861, when the junior partner entered the army as colonel, assigned to duty as assistant adjutant-general on Gen. Lyon's staff. He was in command at St. Louis for a few months before Fremont's arrival in August, 1861. After this he was in active service in the field until the close of the war. He resumed his profession in St. Louis, and continued in practice until his death, February, 1875. Col. J. O. Broadhead occupied the chair at the bar meeting, sympathetic resolutions were passed, and the members of the bar in a body attended the funeral.

Another lawyer of note who settled in St. Louis about the time that Gen. Harding began practice there was Newton D. Strong, son of a Connecticut minister, and a graduate of Yale in 1831. His elder brother William afterwards became one of the justices of the Supreme Court of the United States. From

1834 to 1836, Newton was a tutor at Yale. About 1837 he settled at Alton, Ill., in law partnership with Junius Wall, a college classmate, and soon after was sent to the Legislature. In 1844 he married Miss Matilda Edwards, of Alton. In 1851 he removed to St. Louis, formed a partnership with his cousin, George P. Strong, and they had an extensive clientele. But after his wife's death, in 1851, Mr. Strong's abiding sorrow drew him more and more from active life into quiet and literary pursuits. His death occurred in August, 1866, in his fifty-seventh year.

A jurist of recognized capacities and tried integrity is Judge Horatio M. Jones, born in Pennsylvania in 1826, of Welsh parentage, graduated at Oberlin College in 1849, and at the Cambridge Law School in 1853. The next year he reached St. Louis and began practice. After serving several years as reporter of the Supreme Court of the State, he was in 1861 appointed a Territorial judge of Nevada, where he made many friends. From 1863 to 1866 he had a law-office in Austin, Nev., in the heart of "sage-brush land." Returning to St. Louis, in 1870 he was elected a judge of the Circuit Court, and has since retained that responsible position. He married Miss Strong, of Livingston County, N. Y., in 1851. Another Judge Jones (William C.), a prominent lawyer at the St. Louis bar, has held offices of importance. He is a native of Kentucky (Bowling Green), and his father, Cuthbert, was a leading physician of that State. Young Mr. Jones graduated at McKendree College, Lebanon, Ill., in 1852, read law, and was admitted the next year. After a short practice in Chester, Ill., where his father then lived, he came to St. Louis, entered in partnership with William L. Sloss, which only lasted a year, and some time after with Judge Cady. When the war began he enlisted in the United States Reserve Corps, and served in Southwestern Missouri. From 1862 until November, 1865, he was a paymaster of the United States army. He then returned to civil life, entered politics, engaged in business enterprises, and in 1868 resumed law practice, first with Charles G. Mairo, afterwards with John D. Johnson. In November, 1874, he was elected judge of the St. Louis Criminal Court, proving eminently worthy of the honor. Still another lawyer of the same name, Charles Jones, of the Franklin bar, became wealthy, and spent the later years of his life in St. Louis. He was born in Somerset County, Md., in 1814, read law with Hon. William H. Handy, and with Hon. William H. Collins, of Baltimore. About 1837 he came to Missouri. His secretiveness was abnormal; it was his passion to hide his designs, even in the most

frivolous matters, and from his best friends. He was very parsimonious, regarding wealth as the chief passport to happiness; but his kindness to his slaves, whom he would never sell, and never derived any profit from, was in unique contrast to his usual habits. In July, 1876, he died, leaving a widow and four children.

Another eminent lawyer and statesman of this epoch is Hon. Charles P. Johnson, whose life will be found in the chapter on Political Progress.

The greatest loss that the bar of St. Louis had sustained for years was the death of Judge John C. Richardson, partner of Samuel T. Glover, which occurred Sept. 21, 1860. Although but forty-two years of age, the place he had won by his professional talents and illuminated by his virtues has never been more wisely filled. Though not an orator, his clear, precise, earnest, and convincing speeches gave him unbounded success with courts and juries. "A model of a good lawyer and of a good citizen" is what one of his associates termed him. Born in Kentucky in 1817, and educated at that Transylvania University which sent to St. Louis so many well-trained jurists, young Mr. Richardson spent the years between 1840 and 1850 in practice in Boonville, ranking with the best lawyers of Central Missouri. While there he married Miss Lionberger, who, with several children, still survives him. But as all roads once led to Rome, so in those days the paths of ambitious lawyers all led to St. Louis. The year 1850 saw the law-office of Richardson & Kirtley in the tide of success, but Sinclair Kirtley removed to California, and Mr. Richardson, with Samuel T. Glover, under the firm-name of Glover & Richardson, began to create by their industry and ability that reputation which brought them an immense business, and made them known throughout the entire West. In 1853, Mr. Richardson became city counselor for St. Louis. Four years later a vacancy occurred on the bench of the Supreme Court. Hamilton R. Gamble initiated an appeal from the leading lawyers of the time, asking Mr. Richardson to accept the nomination. The people indorsed him with enthusiasm, and he served until 1859, when ill health compelled his resignation, and he returned to practice, again in partnership with Mr. Glover. After his death the members of the bar assembled, Hon. Edward Bates presiding, Judges Wood and Lackland as vice-presidents, and M. R. Cullen as secretary. Judge C. D. Drake reported the resolutions, which were couched in the most tender terms of admiration, affection, and sorrow. "His departure in the prime and vigor of manhood is," they said, "a calamity to the bar and the community."

Mr. Glover, Maj. Uriel Wright, and others eulogized the truth, tenacity, and harmonious development of his character.

Samuel T. Glover is a man of the period now being treated of, but we like to think of him as a contemporary in the strictest sense, or rather as a "man for all time." Eminent as he is at the bar, it is still in public life that he ranks highest.

Mr. Glover was especially prominent in the agitation for the repeal of the "test oath" after the close of the war, and his services in that connection will long be remembered by grateful thousands whose re-enfranchisement he helped to secure. Mr. Glover had been a devoted, self-sacrificing adherent of the Federal government throughout the war, and his loyalty was unimpeachable. Upon the adoption of the proscriptive "Drake Constitution," however, in 1865, he placed himself at the head of the movement to resist those of its provisions which were aimed at citizens of Missouri who had sympathized with the South. Speaking of Mr. Glover's legal arguments in this connection, Gen. Francis P. Blair once characterized them as "arguments characterized by extensive and accurate learning, by marvelous power in the grasp of principles and irresistible vigor in their application, by the highest order of forensic eloquence, by a noble courage, by a passionate devotion to the fundamental doctrines of civil liberty as declared in the immortal 'Magna Charta' and reproduced in the American Constitution. No man," added Gen. Blair, "has been found to answer his arguments. The judges who listened to them had no responsive arguments to make, though they ruled adversely. With as clear a conscience as any man who lives Mr. Glover could have taken the oath prescribed, for no man in the Union has more faithfully than he, in act, word, and thought, at all times and in all circumstances, fulfilled his obligations to the Union. But the requisitions accompanying that oath were so at war with every principle of right that he preferred to be driven from the forum, where he had been the brightest ornament, rather than swear it. He was great before, honored for his unrivaled capacity and strength by all the members of the bar and by judges on the bench. He stands nobler and greater now in public estimation and renown. Those precious and priceless arguments of his will be read hereafter with a glow of admiration for his patriotism and his genius, and no name in Missouri will be cherished in the future in more loving honor than that of Samuel T. Glover."

In September, 1865, Mr. Glover made a test case in his own person. He was indicted for practicing without taking the oath. This indictment was so-

licited by him, as will be seen by the following letter addressed by him to the circuit attorney :

"St. Louis, Sept. 11, 1865.

"J. P. VASTINE, Esq., *Circuit Attorney* :

"SIR,—I am among those who believe that several provisions of the new Constitution of Missouri are not only highly oppressive to the citizens, but *in violation of the Constitution of the United States*. Indeed, so extraordinary are they that I deem it my duty, in person, to resist them, so far as they interfere with me, by every means which the law provides. With this purpose in view I have omitted to take the oath prescribed for attorneys and counselors-at-law, and on last Saturday and today I have been practicing as an attorney in the suit of Norman Cutter *vs.* James Clemens *et al.* Nor is it my intention to take said oath until I have secured the means of putting its constitutionality to the judicial test that I desire.

"I would thank you to institute an indictment on the above admission.

"If other proof is necessary, call on Samuel Gaty, Esq.

"I am ready to save you from any trouble in the premises by such further acts, admissions, or proofs as will enable you to present the matter fully and fairly to the court.

"I have the honor to be, sir, very respectfully yours,

"S. T. GLOVER."

The grand jury, September 20th, returned an indictment, and three days later Judge Primm sentenced him to pay a fine of five hundred dollars. An appeal to the Supreme Court was then prayed for, and a stay of execution was asked, and both granted, and time until the last day of term granted for defendant to file his bill of exceptions. Mr. Glover gave bond in the sum of five hundred dollars for his appearance before the Supreme Court, and to obey every order and judgment that might be entered against him, Abraham M. Gardner becoming his security. The October session of the Supreme Court reversed the judgment, holding the test oath null and void. The question was also carried before the United States Supreme Court, by which, in December, 1866, it was decided that the law of Congress imposing a retrospective oath of loyalty as a condition of being admitted to practice in the United States courts was unconstitutional. Although many and distinguished lawyers and jurists were associated in this great struggle, the final success before the United States Supreme Court is due in large degree to Hon. Alexander J. P. Gareschè. It must be remembered that all these men sacrificed their extensive practices, being debarred from the courts until this test case was settled so conclusively.

Another of the many gentlemen who left the law in later years to engage, and successfully, in mercantile pursuits was Maj. Ryland, from 1850 to 1858, when his death occurred, closely identified with St. Louis business interests, and in 1857 chosen president of the Chamber of Commerce. He was a native of Kentucky, but located himself at Franklin, Mo., when he was quite a young man, and soon after accepted the

appointment of receiver of public moneys, which he held until the spring of 1840. He was "recognized as honest, faithful, and competent," or, in the words of Judge John C. Richardson, "no man ever held the office longer or left a cleaner record." In 1847 he removed to St. Louis, formed a partnership with his brother-in-law, Capt. Reilly, an old law partner of Judge Richardson's, and three years later, as noted, he became engaged in commercial pursuits. At his death, the Chamber of Commerce and the St. Louis bar passed appropriate resolutions of regret.

In 1850, Judge Nathaniel Pope died suddenly, while on a visit to St. Louis. He had been for some years United States district judge of Illinois, and was a pioneer of 1808 in that State. Many leading St. Louis lawyers read law in his office at Kaskaskia.

An old member of the St. Louis bar was Alexander Kayser, a native of Nassau, born in 1815. From 1833 to the time of his death, 1864, he was in active practice. During the month (October of 1864) in which Alexander Kayser died, the bar of St. Louis was called upon to mourn three other deaths of prominent members,—Wells and Coalter died, crowned with years; W. B. Clarke, a native of Waltham, Mass., was cut off at the threshold of many honors. He had been in St. Louis only seven years, but had won marked success, and profound sorrow was everywhere expressed over his loss.

One of the judges of the Supreme Court at this time merits more than a passing notice. Walter L. Lovelace, the son of a Baptist minister, born in Virginia in 1831, toiled in his boyhood to help support his mother and sisters, taught school, worked as a farm hand, studied law, was admitted in 1854, went to the Legislature twice, and in 1865 was appointed to the Supreme Court. His death occurred in 1866. Most of his life was spent in Montgomery County. Integrity and high moral purpose were his characteristics, and the people of that region still venerate his memory.

Alexander J. P. Gareschè, already mentioned, was born in 1823, on the island of Cuba. His parents were French refugees from San Domingo in 1791, and his early education was obtained at Georgetown (D. C.) College, and afterwards at St. Louis University, where he received the highest honors, and ultimately the three degrees in the gift of that institution. In 1842 he began to study law in the office of Col. Thomas T. Gantt, and was admitted in 1845. Fervid eloquence and untiring energy were soon recognized as his characteristics, and his practice became very large. In 1846 he served as city attorney, but otherwise declined political preferment.

Mr. Gareschè was especially prominent just after the war on account of the manly resistance which he offered in the courts to the unconstitutional test oath, and his name is identified with those who, as leaders in the cause, inspired the people of the State with a resolute purpose to maintain the privileges of civil and religious freedom. He exhibited his devotion to the cause by self-denying and expensive labors in order to secure a judgment from the Supreme Court at Washington declaring the oath unconstitutional.

In 1849 he married Laura, granddaughter of Wyant Van Zandt, of the old Knickerbocker stock of New York, and nine children were born of this union. A cousin of his, P. B. Gareschè, born in Delaware, was for a time his partner (1848), and in 1855 was appointed public administrator, and afterwards elected to the same office.

In 1861, feeling that with his ideas of State sovereignty, and with his sympathies with the Southern people, he could not conscientiously take the required oath of loyalty, he resigned his office and joined his fortunes with the Confederate cause, taking charge of the powder-works of the South, a position he filled until the close of the war, after which he returned to St. Louis, becoming senior member of the firm of Gareschè, Bakewell & Farish, but died in November, 1868. Alexander J. P. Gareschè still survives, honored and successful.

Edward T. Farish, so long a law partner of the Gareschès, was and is one of the conspicuous men of his time. He was born in Woodville, Miss., in August, 1836, his father being a physician of large practice, and his mother a granddaughter of Sir William Hamilton. In 1847 his parents died. Young Farish was cared for by his father's relatives, and graduated at the St. Louis University in 1854. He studied law with Hon. A. Fenby, was admitted in 1856, and soon joined the Gareschès. From 1861 to 1864 he practiced on his own account, then formed professional relations with Hon. R. A. Bakewell, afterwards judge of the St. Louis Court of Appeals (elected in 1876). In 1867 he was married to Miss Lily Gareschè, sister of A. J. P. Gareschè, his former partner. He is an eloquent speaker, with rare power over his associates and the jury, a cultivated gentleman, and a close student. Occasional contributions to the press show his polished literary talent, and his social qualities make him everywhere a welcome guest. His practice has been chiefly in civil cases, but on several memorable occasions he has entered the criminal court. In the Britton-Overstolz contest for the mayoralty (1876), Mr. Farish and Judge Madill were counsel for the latter, and won a hard-fought field.

For some time Mr. Farish was city counselor of St. Louis.

In the ten years immediately following the close of the civil war the bar lost several valued members. Two Prussians of ability and fine legal training won rank at the St. Louis bar, and both died in the same year, 1865. Frederick Kretschmar was for eleven years clerk of the Criminal Court. He was a native of Hagen, Westphalia, born in 1806, emigrated in 1830, settled in Philadelphia, married in 1832, and removed to Missouri in 1836. In 1838 he began to publish a paper in St. Louis, but was chosen justice of the peace, and held that office for fifteen years, resigning it to take the clerkship just mentioned. At a time when party politics ran high, and he was, as a rule, in the minority, he retained the esteem and support of his fellow-citizens. Col. Christian Kribben, born in 1821 at Cologne, Prussia, settled in St. Louis in 1835 and studied law. He was afterwards a lieutenant in Doniphan's Mexican expedition, and was at one time inspector-general of the State militia. About 1848 he began to take a high rank at the St. Louis bar, served two years in the State Legislature, one term as Speaker of the House. When Gen. McClellan was nominated at Chicago for President, he was a delegate from Missouri.

Here, if the fact that these gentlemen were not more prominent upon a broader stage, would be the place for the biographies of those leading and contemporary lawyers, Frank P. Blair, Jr., B. Gratz Brown, Charles D. Drake, James O. Broadhead, Gen. J. S. Fullerton, Charles Gibson, and John W. Noble, but they belong to the public, and their biographies must be sought in the stern narratives of grand events given elsewhere in this work in the chapters on "Political Progress" and "The Civil War."

It may not be inappropriate to mention here, however, the fact that of the members of the St. Louis bar Charles Gibson has shed peculiar lustre upon his profession. In addition to the successful management of many important cases at home, he has rendered valuable professional services to foreign governments, which have honored him in return with distinctions such as are seldom conferred except for the highest merit. The decree and accompanying letter from the Austro-Hungarian government conferring the commander's cross of the Franz Joseph Order are as follows :

"837.—K. F. J. O.

"His Imperial and Royal Apostolic Majesty, Francis Joseph I., Emperor of Austria, King of Hungary and Bohemia, etc., has by an all highest decree of Dec. 15, 1882, been graciously pleased to confer upon Your Right Honorable self the Commander's Cross of His Sovereign Franz Joseph Order.

"The Chancery of the Order has the honor to make known this grant, and to send inclosed the Insignia of the Order which has been bestowed.

"VIENNA, the 16th December, 1882.

"DR. BATTIOLI.

"Chancery of Imperial Austrian



Franz Joseph Order.

"TO MR. RIGHT HONORABLE CHARLES GIBSON,
"Counselor-at-Law, St. Louis."

"No. 77.

"K. UND K. OEST.-UNG. GESANDTSCHAFT,
"WASHINGTON, 29th January, 1883.

"SIR,—In recognition of your services recently and so disinterestedly rendered to our government in the unfortunate case of our former consul at St. Louis, Mr. Bechtolsheim, His Majesty the Emperor of Austria and King of Hungary has been graciously pleased to confer upon you the cross of the commandership of His Sovereign Order Francis Joseph.

"In transmitting to you inclosed the respective decree together with the Insignia I congratulate you on the high distinction, and have great pleasure to add that by special favor the decoration is not to be returned as usual, but may remain in the family as a gratifying heirloom.

"Accept, sir, the assurance of my high consideration,

"The I. and R. Austro-Hungarian Minister,

"SCHAEFFER.¹

"TO THE HONORABLE MR. CHARLES GIBSON,
"K. V. S."

John B. Henderson, another distinguished member of the St. Louis bar, was born in Pittsylvania County,

¹ The *St. Louis Post-Dispatch* of Feb. 3, 1882, thus notices the formal act of conferring the cross upon Mr. Gibson:

"The emperor of Austria-Hungary has celebrated the six hundredth anniversary of the reign of the Hapsburgs, so far as this country is concerned, by decorating Hon. Charles Gibson, his counsel in the case against Baron von Bechtolsheim, late Austro-Hungarian consul at St. Louis, as Knight Commander of the Order of Franz Joseph. The emperor himself is Chief, and the Commanders for the inner circle are next to himself in the order. The order itself is as high as any in the empire or in Europe. This is the highest honor, so far as we are informed, ever conferred by a great European sovereign on an American lawyer. After the dismissal of Baron von Bechtolsheim, Dr. Von Gerlich, the Imperial German consul, officiated as an international courtesy in his stead until to-day, when Mr. Diehn, the new consul, takes the office. The last and most pleasing act of Dr. Von Gerlich's administration was to wait upon Mr. Gibson at his residence last evening, and on behalf of the emperor to deliver to him the decree making the appointment, the official letter of Baron von Schaffer, Austro-Hungarian minister at Washington, and the high insignia of the order. The knights of the order wear their cross on the lappel of the coat, but the Commander's insignia is pendant to a silken collar around the neck, making it a very striking personal ornament. This order, and especially Mr. Gibson's position in it, is not merely a medallion or mark of commendation, but it is a rank, and one of the very highest honors in the empire. It was well and fairly earned by Mr. Gibson in the line of professional duty."

Va., Nov. 16, 1826. His parents were James Henderson, who was born at Dandridge, Jefferson Co., Tenn., and Jane Dawson, of Pittsylvania County, Va. The family resided in Pittsylvania County until 1832, when they removed to Lincoln County, Mo., and settled there. When he was nine years old his parents died, leaving one brother and two sisters younger than himself, who naturally fell to his care during his boyhood. Having but small means, his facilities for an education were restricted at first to the common schools, and then to academies taught by good classical scholars. His tuition embraced the English branches, mathematics, and Latin and Greek, and he is yet a good Latin scholar. He taught school for several years, during which time he studied law, and in 1848 he was admitted to the bar in Pike County, Mo., by Ezra Hunt, then judge of that circuit. In 1849 he commenced the practice of the law at Louisiana, Mo., and continued it successfully at that place until 1861.

Mr. Henderson took a strong interest in political questions from an early age, and in 1848 was elected to the Lower House of the Missouri Legislature as a Democrat from Pike County. In 1856 he was again elected to the lower branch of the Missouri Legislature as a Democrat, and served during the regular and adjourned terms. In 1860 he was a candidate for Congress in the Pike district as a Union Democrat, but was defeated by James S. Rollins by about two hundred and forty votes in a total vote of about twenty-five thousand, after a spirited and memorable canvass of sixty days, during which the candidates traveled together and engaged in joint debate throughout the district.

In February, 1861, Mr. Henderson was elected as a Unionist to the State Convention called in Missouri to determine the question of secession. During its several sessions, which were held until the summer of 1863, Mr. Henderson took an active part in all of its proceedings as a Union man.

In the summer of 1861 he was appointed by Governor Gamble, then Provisional Governor of Missouri, a brigadier-general of the State militia, and was requested to organize a brigade of State troops in North-eastern Missouri. While he was thus engaged, and after having organized nearly two full regiments for the defense of the Union in that part of the State, Lieutenant-Governor Willard P. Hall, then acting as Governor, commissioned Mr. Henderson as a senator of the United States to fill the unexpired term of the Hon. Trusten Polk, who had been expelled for disloyalty, and the appointment was confirmed by the Legislature of 1862-63. The term expired March

4, 1863, and Mr. Henderson was then elected to the United States Senate for the full senatorial term ending March 4, 1869.

During Mr. Henderson's term in the Senate he acted with the Republican party, giving every possible support to the friends of the Union. He served on the following committees: Finance, Foreign Relations, Post-Offices and Post-Roads, Claims, Contingent Expenses of the Senate, District of Columbia, Indian Affairs, and others. He is the author of the amendment to the Constitution of the United States abolishing slavery, known as the Thirteenth Amendment, and immediately on its adoption in 1865 he was among the first to propose the amendment granting suffrage without distinction, which finally took form as the Fifteenth Amendment.

As chairman of the Committee on Indian Affairs, in 1867 he organized a commission, consisting of Gens. Sherman, Terry, Harney, Sanborn, and others, and went among the hostile Indians of the upper Missouri River and the plains, and succeeded by numerous treaties of peace in quelling disastrous and expensive wars then being waged by the Sioux, the Cheyennes, the Arrapahoës, the Kiowas, and Comanches.

While a member of the Senate he succeeded in having the State of Missouri reimbursed for its war expenses from the Federal treasury, which enabled the State to resume its credit, and restored its old condition of solvency.

In the Senate he acted rather on his own judgment than on the dictation of any partisan caucus. He gave a remarkable instance of his independence when, in opposition to the behests of a caucus, he voted with Fessenden, of Maine, Trumbull, of Illinois, and other Republican senators against the impeachment of President Andrew Johnson, and thereby defeated it. This vote undoubtedly prevented his re-election to the United States Senate by the Missouri Legislature of 1868-69.

In 1868, while a member of the Senate, Mr. Henderson married, at Washington, Miss Mary Newton Foote, a daughter of Judge Elisha Foote, of New York.

In 1870 he removed to St. Louis and engaged in the practice of the law, which he has diligently pursued ever since. His practice has chiefly been in the Federal, Circuit, and District Courts, and the United States Supreme Court, and has been attended with marked success.

In 1872 he was the Republican candidate for Governor, but was defeated by Silas Woodson.

In May, 1875, he was appointed assistant United

States attorney to aid in prosecuting what was then known as the "whiskey ring," which, mainly through Mr. Henderson's efforts, was entirely broken up. During the prosecutions Mr. Henderson delivered a speech which gave offense to President Grant, and in December, 1875, he was dismissed from the service of the government, since which time he has devoted himself to his profession. Whatever reputation he has gained as a lawyer he ascribes to careful, diligent work. His cases are prepared with great care; every point is fortified, and no point is deemed too unimportant to receive attention.

Gen. Henderson is fond of books, and has a large and well-stocked library both of law and miscellaneous works. He keeps up his youthful studies both in languages and mathematics. He is fond of public discussion, delights in good society, and is of a genial and hospitable nature. Gen. Henderson is fortunate in having a wife who is also fond of society, and who enters with him fully into its pleasures and enjoyments. Their house is celebrated far and near for its open-handed and unstinted hospitality.

Hon. Thomas E. Noell, born in Perry County, Mo., in 1839, and dying in April, 1867, was another of the bright young men of his time. His father, John W., had been sent to Congress from the Third Missouri District, and the son inherited political ability and unusual courage. Being well educated, he was admitted to the bar at the age of nineteen, but volunteered in the Union army in 1861, reached the rank of major of volunteers, and in 1862 was made captain in the regulars, and served bravely in many battles. Chosen to represent the Third Missouri District in the Thirty-ninth Congress, he served there on various committees, and supported President Johnson's policy. In 1866 he was re-elected, and had just entered upon his second term, when his career was cut short.

Judge William S. Allen, for many years an editorial writer on the *St. Louis Republican*, was perhaps the greatest loss of that year, though his active connection with the bar had long ceased. He was born in Newburyport, Mass., in 1805, liberally educated, a graduate of Dartmouth at the early age of nineteen, and in 1832 represented Essex County in the State Legislature. He edited the *Newburyport Herald* a while, and in 1837, moving to St. Louis, became connected with journals there. His association with the *Republican* began in 1856, and continued until within a short time of his death. In 1844 he was secretary of the Board of Aldermen, in 1849 register of the land office, in 1850 a member of the State Legislature, in 1851, and until 1855, secretary of the Territory of New Mexico, in 1855 he was ap-

pointed justice of the St. Louis County Court. It will be seen that his life was spent more in journalism than in law, but his wide and varied legal lore was of untold benefit, and his versatility was shown alike in literary, mercantile, and political articles. In the same year occurred the death of an ex-State senator, Thomas C. Johnson, who before the war had ranked as an able lawyer, but had followed the fortunes of Governor Claiborne F. Jackson.

A more than ordinarily active man of this period was Charles G. Mairo. Born in Washington City in 1828, he removed to Missouri with his elder brother, Philip, in 1840, studied law with Hon. Albert Todd, and entered into practice in 1851; the next year city attorney, in 1856 circuit attorney, in 1861 city counselor, and in 1866 appointed United States district attorney, but not confirmed by the United States Senate for political reasons, his success in his profession was evident. Generous and honest, his friends were many, and his death (in March, 1873) was widely mourned.

In the same month and year the bar lost John Decker, who was born Aug. 29, 1828, in Annapolis, Md. He graduated at St. John's College, and studied with Chancellor Johnson, of Maryland, and with Joseph Bradley, of Washington, entering on practice in 1850. In 1853 he reached St. Louis and joined forces with Robert S. Voorhis, the prosperous firm continuing until 1861, when Mr. Decker joined the Confederate army, but returned to St. Louis in 1865 and resumed his practice. He was Grand Master of the Masonic fraternity in Missouri at the time he went into the army. Two years later the county court lost Judge Busby, aged forty-four, a native of Ireland, who had been justice for four years.

In the same year (1875) that Frank P. Blair (whose life, with that of his brother Montgomery, will be found on another page) passed from the land of the living, Fidelio C. Sharp, a prominent lawyer of long standing at the St. Louis bar, also died, at the age of fifty-four years. He was a Kentuckian, grandson of Capt. Thomas Sharp, of Virginia, a Revolutionary soldier. The family was large, and noted throughout Kentucky for its intelligence and enterprise. At the age of twenty-one young Sharp was admitted to practice; in 1843 removed to Missouri, settling in Lexington, in partnership with John P. Campbell, next with Judge William T. Wood, and afterwards with Judge Samuel Sawyer; in 1857 moving to St. Louis, first in practice with Mr. Thomas, and afterwards with James O. Broadhead. In the latter connection the firm was known throughout the entire West for its ability, and did an immense busi-

ness. Col. Broadhead, his partner, said that as a practitioner Mr. Sharp had not an equal in the State,—that is, in the preparation and trial of a case before a *nisi prius* court. In speaking before the bar meeting which met to express its sorrow over his death, one speaker said, "He was an industrious man, indefatigable in his exertions to win a victory for his client, yet was fair, open, candid, gentlemanly, and friendly. He had a wonderful stock of good sense and a strong will, and accomplished a good deal. There was something peculiar in his character. He was not a great lawyer in the sense that Daniel Webster and Rufus Choate were; that culture which gave to legal learning a higher cast he did not have. In jury cases and all purely business cases he had, during the time I knew him, no superiors and few equals." During fifteen years he was engaged in almost all the important cases which occupied the courts of St. Louis, and he devoted himself to the law with untiring assiduity, never for a moment stepping aside for political preferment, and uniformly declining all proffered political honors. His happiness was in his profession and his family. He married twice, his first wife being Miss Wallace, of Lexington; his second wife, Miss Maude, of St. Louis. Both were ladies of great worth and culture. He left six children.

This year also witnessed the death of Charles C. Whittelsey, who was born in Connecticut in 1819, of a long line of ancestry, chiefly clergymen. In 1838 he graduated from Yale, taught school for a year, and then entered a law-office in Middletown, Conn., but came to St. Louis in 1841, and devoted his time to the practice of law and preparation and publication of legal works. He was the author of the "Missouri Form-Book," adapted to the statutes of 1856. He was Supreme Court reporter from 1862 to 1868, inclusive, and published Volumes XXXI. to XLIV. Missouri Reports. From time to time he furnished articles for literary and law magazines and for the daily papers. In 1870 he published a work on General Practice, which proved valuable to the profession. Insurance and commercial cases were his specialties, and he was successful in practice, though possessing no oratorical abilities. He seems to have enjoyed the utmost confidence of his legal brethren and of the community, and his capacities were such that high services as a jurist were rightfully expected from him. In 1854 he married Miss Groome, a Maryland lady, and they had six children.

In April, 1875, James F. Maury, a young lawyer, who had acquired considerable reputation in Mississippi, died in that State. His connection with the St. Louis bar was a short one. Born in 1842, in

Port Gibson, graduated at Oxford, Miss., serving three years in the Southern army, and being captured and sent to Johnson's Island for two years, his study of the law was attended with unusual difficulties. But in 1867 he was admitted, and became a partner with his father, a lawyer of some note. In 1873 he removed to St. Louis, and began to build up a good practice, so that two years later he returned for his family, and died suddenly while on his journey.

Joseph N. Litton was born in Nashville, Tenn., Feb. 4, 1846. At the age of twelve years he entered Washington University, St. Louis, as a student, from which he graduated with the highest honors in June, 1866. In the same year he began the study of law, when he was admitted to practice. From that time he continued his general studies, interrupted to some extent by employment in some important cases, until April, 1870, when he was retained by the Pacific Railroad Company as its assistant attorney, which position he filled until the merging of the company in that of the Atlantic and Pacific Railroad Company in 1873, after which he continued to occupy a like position under the management of the latter company, attending to the law business of both companies. His duties from that time were extremely arduous, testing to its utmost his physical strength, at no time very great. He not only attended to the ordinary routine of his office, but also took the principal part in the trial at *nisi prius* of many important cases in which the company was a party in St. Louis and throughout the State, and also rendering very valuable assistance in the presentment of its cases in the Supreme Court of the State and in the Circuit and Supreme Courts of the United States.

In 1874, the two corporations having become separated again, he severed his connection with the Pacific Railroad, being at the same time retained by the management of the St. Louis and San Francisco Railroad Company, successors of the Atlantic and Pacific Railroad Company, as their chief law officer. In April, 1877, owing to continued ill health, brought on in large part, no doubt, by overwork, he was obliged to resign his office of attorney of the railroad company. He went during the summer to Colorado, and there spent several months, whence he returned in the fall apparently improved in health. Soon after, however, his disease exhibited worse symptoms, and from that time he was confined to his room and bed the greater part of the time until his death on Thursday, April 11, 1878.

As a man, Mr. Litton was honorable, modest, generous, brave, and just. In manner he was quiet,

grave, and dignified. He was easily approached by others, but he wanted no one's favor. He delighted in the intercourse of friends, and was of a most kind and genial nature. He was possessed of bright wit, and was a most agreeable companion. As a lawyer, he was faithful to his clients, candid, courteous, earnest, industrious, learned, and able. His intellectual faculties were strong. He was a clear and ready thinker, and endowed with great analytical power. His judgment was sound, and his reason well balanced. He was a close student, and well grounded in the principles of the civil jurisprudence.

Dec. 2, 1879, at Cincinnati, Hon. Samuel Reber, of St. Louis, was found in his room, dead. Born in Lancaster, Ohio, in 1813, well educated, and settling in St. Louis in 1842, in partnership with Mr. Fremon, he soon gained a lucrative practice. After the Mexican war Mr. Fremon removed to New Mexico. Mr. Reber in 1856 was made judge of the Court of Common Pleas, succeeding Judge Treat. Judge Reber held this position of honor and trust with skill, integrity, and fairness until the Court of Common Pleas was changed into the Circuit Court. This position he also held until 1867, when he resigned for the purpose of again engaging more actively in practice. While upon the bench he sustained the Constitution of 1865, and was the author of the "test oath decision." Under the administration of Mayor Cole he was appointed city counselor, and during his term of office was actively engaged in defending many important suits, among which was the famous water-works case.

Another gentleman who took extreme views on the "test oath" under the Drake Constitution (1865) was ex-Judge Moody, but the course he pursued had a disastrous effect on his subsequent life. He was born in Pennsylvania in 1817, and died in January, 1880. Removing to St. Louis about 1855, he went into the law firm of Moody, McClellan & Hillyer. Capt. U. S. Grant, while collecting bills as a real estate agent, occupied a desk in the office of the firm. In the early part of the war Judge Moody was elected circuit judge of St. Louis County, and for several years discharged the duties to the satisfaction of the profession. For a year or two before he left the bench his political opinions underwent a change, and he became intensely hostile to the Drake Constitution, and absolutely refused in his official position to perform the duties imposed upon him by that Constitution. He refused to require the jurors and others to take the "ironclad oath" required by the Constitution and ordinances of the convention. This opposition led to his removal by address by the Legislature in 1866.

This year, 1880, also took from among the former members of the St. Louis bar Hon. Logan Hunton and George R. Taylor. Mr. Taylor, a sketch of whose life appears elsewhere, was one of the leading members of the St. Louis bar, and promoted many useful measures, legislative and commercial. His business enterprises drew him from legal pursuits in later years. Hon. Logan Hunton and his brother Felix were lawyers of note. The latter practiced chiefly in the southwest of Missouri. His death occurred in 1873. Logan Hunton was born in Albemarle County, Va., in 1806. Educated in Kentucky, he became a member of the State Legislature there, but removed to St. Louis in 1837, and formed a partnership with Hon. L. V. Bogy, afterwards United States senator. He married Miss Mary Jane Moss, daughter of the late Mrs. J. J. Crittenden. In 1843, Mr. Hunton went to New Orleans, remained there ten years, and held for a while the United States district attorneyship, also built up a large practice and gained a competency. After spending some years in travel in Europe with his family, he returned, in 1859, to St. Louis, and made his home near Bridgeton, which became the centre of a generous and discriminating hospitality. He left a wife and three children.

Henry B. Belt, born in Huntsville, Ala., in 1815, and dying in February, 1881, had led an eventful life. His father was a mining prospector in Tennessee, Alabama, and Hannibal, Mo., where he died in 1829, after which young Belt became a clerk in the sheriff's office, then under Archibald Gamble, circuit clerk. On the death of his father, his mother and younger brothers and sisters returned to his mother's old home, Washington, Va., but in 1837 he brought the whole family to St. Louis. In the cholera epidemic of 1849 he lost his mother, one brother, and two sisters. After this he served as deputy sheriff under James Brotherton, Marshall Brotherton, William Milburn, Samuel Conway, and Louis T. La-beaume. In 1855 he was elected sheriff on the Whig ticket. He ran again, two years later, and received a majority of votes cast, but was counted out. In 1853 he formed a real estate partnership with John G. Priest, which lasted till his death. He left a wife and seven children.

Singularly fortunate in examples of early brilliancy the bar of St. Louis seems to have been; eloquence of the highest order was amply illustrated in each decade of its history. But never since Barton, Uriel Wright, and their compeers were in their prime did a young man of thirty-four win such praise as was bestowed on the memory of Edward P. McCarty, who died in June, 1881. A native of Indiana, he studied

law in the office of Judge Miller, of Keokuk, Iowa, and came to St. Louis about the year 1861. Under Mr. Fishback he was deputy clerk of the Supreme Court, and chief clerk after Mr. Fishback's death. After having been for a time in the office of Sharp & Broadhead he was admitted to the bar. The position of city counselor, to which he was appointed by Mayor Brown, he filled admirably. He was a Democrat in politics. His wife, *née* Miss Lydia Evans, daughter of the late A. H. Evans, and two children survive him. The bar association met and passed resolutions expressive of their deep sorrow. A few days later the *St. Louis Republican* said of him, "The impression of his genius is retained by every one that knew him; possessed of a graceful form and a rich and fluent mind, he commanded attention as a unique person wherever he appeared. He had a mind of extraordinary clearness and quickness of insight. On legal questions his judgment was that of 'the intuitive decision of a thorough-edged intellect.' He was rarely wrong, and hence his cases were nearly always put in court correctly, involving no changes in their first presentment. Col. Broadhead, Gen. Noble, Mr. Chandler, and other mature practitioners bore witness to his remarkable natural gifts, and expressed their profound grief at his premature departure."

In the early years of the century, Dr. Abel Slayback was a noted physician of Cincinnati. His father was Solomon Slayback, a soldier at Valley Forge. His son, Alexander L. Slayback, studied at Marion College, Missouri, was admitted to the bar in 1838, married Anna M. Minter, of Philadelphia, and opened a law-office in Shelbyville. In 1847 he removed to Lexington, and died there the following year, leaving a widow and five children. Three of his sons afterwards became residents of St. Louis. He was a sincere Christian and a very successful lawyer, a favorite everywhere, and deeply mourned by his associates. Alonzo W. Slayback, his son, became a prominent member of the St. Louis bar. Born in July, 1838, in Marion County, he received a good education, taught school, studied law, was admitted in 1857, and began practice in St. Joseph. The civil war came with its rendings and desolations; Slayback raised a cavalry regiment, was elected its colonel, and joined the cause of the South. He fought with the greatest courage and skill, took part in more than forty battles and skirmishes, and after the cause was lost joined Shelby's romantic expedition to the land of the Moutezumas. No one has yet written the story, pathetic and well worth the telling, of the man, self-exiled, ardent, heart-broken, who could not longer stay under the Stars and Stripes, who went to Mexico,

to Central America, to the West Indies, and regions still farther South, engaging in warlike expeditions, in strange and heroic adventures, in vast commercial enterprises, coffee-planting, stock-raising, mining, and a thousand other pursuits, sometimes successful, sometimes reduced to penury and suffering. But Col. Slayback's career was not to end thus. His mother, a lady of culture, grace, and strong character, made the journey to Mexico, sought long, found her son, and persuaded him to return. So in 1866 he again entered the law in St. Louis, meeting with marked and increasing success. He became known as an orator of remarkable powers of persuasion and conquest, full of liberal impulses, and passionately loved by his friends. The gift of leadership was his; socially and politically, no man seemed to have a brighter future before him. His practice became one of the largest in the city.

Col. Slayback's tragical death in 1882 rallied his friends and roused the most impassioned sympathy. The Merchants' Exchange, whose attorney he was, placed on record an almost unparalleled tribute of their personal sorrow. Speakers, after his death, compared him to a streak of sunshine,—a man whom all loved, the friend of the poor, the helpless, the oppressed. And because of this overflowing charity he left his family in straitened circumstances. The citizens and his associates in the law gave liberally, public benefits were held, and in all a large sum was raised for the widow and orphans. Col. Dyer, ex-Governor Stanard, Rev. Dr. Snyder, and many others aided in this good work. Mrs. Wm. McKee paid one thousand dollars for a private box at the first entertainment, and then had it sold again for one hundred dollars, thus netting eleven hundred dollars for the cause. Col. Slayback's wife was Miss Alice A. Waddell, of Lexington.

A man whose youth was beset with difficulties, but who won by reason of his indomitable pluck, was Henry A. Glover, still living (1882) to enjoy the honors and wealth he has so creditably earned. In 1844, a poor, friendless lad, he came to St. Louis, and searched in vain for employment. He was willing to turn his hand to anything; a position in the school department was beyond his reach; nor could he procure a clerkship in any store; but being a good penman, and having read some law, he at last obtained copying and clerical work under Gen. Ruland, clerk of the Circuit Court. Here he spent years in toil at a meagre salary; refused, when Ruland retired, the place the latter had held, and in 1847 was admitted to the bar. Two years later he was city attorney. It has taken but a few words to tell this story of man-

hood, aspiration, and success, but there is an eloquence finer than speech about its steady progress from friendless obscurity to recognized position. In 1851, Mr. Glover was sent to the State Legislature, and from 1852 to 1856 was circuit attorney for St. Louis. Many able and ingenious men have filled this office, but "it is one of the traditions of the Criminal Court that the State never had a prosecutor whose work, in point of success or ability, compared with that of Circuit Attorney Glover." His treatment of witnesses was admirable, and his skill in conducting a cross-examination has rarely been surpassed. In the argument of cases before juries he also displayed rare excellence. Judge Lackland, who was judge of the Criminal Court, said that the only criticism to be indulged in on Mr. Glover as circuit attorney was that he was too successful,—that he not only convicted the guilty, but in some instances verdicts were rendered against innocent parties by juries carried away by the vigor and force of his prosecution. It was at this time and in this position that the full strength of the man developed itself, and it was brought out by his conflicts in the Criminal Court and in the Supreme Court with such men as Leslie, Wright, Blennerhasset, Cline, and others who then practiced at the criminal bar, whose reputation and efforts there are well remembered.

When Judge Lackland retired in 1856, his successor was Henry A. Glover, who continued to hold the office until 1864, when he returned to his private practice, became city counselor, and was a member of the Constitutional Convention of 1865, and chairman of its judiciary committee. In 1868 he was nominated judge of the Supreme Court by the Republicans, but declined the nomination, though tantamount to an election, and Judge Currier's name was substituted. Since that time his large and extended private practice has required all his attention, and some of the heaviest litigation in the courts has been in his hands. As the legal adviser of the city and county he had to deal with many and important interests, such as the gas question, the Pacific Railroad controversy, the long fight over the school lands, the taxation of shares in national banks. As judge over the Criminal Court, no man in the State did more to settle legal principles in reference to crimes and offenses. Well rounded, crowded with achievement, his life-record merits the study of young men in hours of discouragement.

Among the leading barristers of St. Louis now living is Britton Armstrong Hill, a lawyer of forty-two years' practice in St. Louis. He was born in Hunterdon County, N. J., in 1816, received his early



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Britton A. Hill

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education at Ogdensburg, N. Y., and was admitted to the bar at Albany, and to the Court of Chancery at Saratoga, in that State, in 1839. In 1841 he came to St. Louis, where he was admitted to the bar by Judge Mullanphy. In the same year he formed a partnership with John M. Eager, which was dissolved in 1848. In 1850 his brother, David W. Hill, became his partner, and in 1854, William N. Grover was added to the firm, which thus became Hill, Grover & Hill. This partnership continued till 1858, when it was dissolved, and Mr. Hill gave his attention wholly to practice in important land, insurance, and railroad cases. In 1861 he entered into copartnership with the Hon. D. T. Jewett, which continued about ten years. In 1863 he, with Hon. Thomas Ewing, of Ohio, and Hon. Orville H. Browning, of Illinois, formed a partnership in the city of Washington, under the firm-name of Ewing, Hill & Browning, for the transaction of business in the courts of the United States. This firm, which was one of the strongest in the United States, was terminated in 1865, when Mr. Hill returned to St. Louis. In 1873, Frank J. Bowman, of Vermont, became his partner, and continued till 1876. In his extensive practice in the national and State courts Mr. Hill became strongly impressed with the dangers which seemed to him to threaten the institutions of the country, and in 1873 he published his first work, entitled "Liberty and Law under Federative Government."

In 1876 he published two pamphlets urging the Democratic party to adopt his views with regard to absolute money, and early in 1877 put forth another, entitled "Gold, Silver, and Paper as full, equal, Legal Tenders." The system which was advocated in this pamphlet was adopted in 1878 by Congress and the Treasury, and the financial success which has followed is a source of just pride to its author. In the autumn of 1877 he called, at St. Louis, a State Convention, the object of which was the advocacy of measures for the overthrow of monopolies, for the establishment of governmental control of railroads, telegraphs, and other internal improvements, postal savings-banks, international clearing-houses, courts for the settlement of all national differences without resort to war, and the restoration to the people of the public domain that had been given to railroads. In the campaign of that year he was active in the advocacy of the principles set forth in the platform of that convention. His health failed in 1879, and he was compelled to retire from active political life. In 1880 the second edition of "Liberty and Law" was published, setting forth fully his views of a complete system of popular government. This work was highly

commended by the press, and by members of the United States Supreme Court and of several of the State courts. In 1882 he was, without his solicitation, made a candidate for Congress in the Ninth District of Missouri. In this candidacy he was simply the standard-bearer of the Anti-Monopoly party, without, of course, any expectation of an election.

Mr. Hill has retired from the active practice of his profession, with an ample competency, and now only engages as counselor in important cases.

His great popularity among people of all classes has arisen not alone from his eminent intellectual and legal abilities, but from his large humanity, which has manifested itself whenever circumstances permitting its exercise have arisen. One instance may be cited. In 1849, when St. Louis was visited by the cholera, and the physicians of the city were unable to visit half the sick, Mr. Hill, who had been a medical student, "went daily for several weeks into the poor districts, where the scourge was most fatal, visiting the sick, laying out the dead, and relieving the distresses of the poor and unfortunate by all the means in his power at his own expense."

The great aim of his life, as illustrated in his last work on "Liberty and Law," has been to elevate the laboring and producing classes, to abolish all corporations that usurp or control the means of public intercommunication, to remove the tax on lands and manufactures, and to establish a graduated income tax to compel capital to bear its just share of the taxes now borne by labor.

The Empire State has the honor of ranking among its sons Judge Albert Todd, who was born March 4, 1813, near Cooperstown, Otsego Co., N. Y. His parents were Scotch and English, his Scotch blood coming through his father, who was a direct descendant of Christopher Todd, one of the original colonists of New Haven, Conn., and his English through his mother. Albert Todd was the fourth of eleven children. He had the benefit of the public common schools at the rate of four months in the year until he was fifteen years old. While he was not engaged at school he was trained to work at some of his father's vocations. His early choice was that of a seafaring life, but after a brief experience in coasting, which his parents allowed him, he gave it up and chose a professional life, with the privilege of a collegiate education. He was in his eighteenth year when he began his studies in Amherst, Mass., and in 1832 he matriculated at Amherst College. The next year he left Amherst and became a member of the sophomore class of Yale College, and graduated in 1836 with an appointment for an oration. During

the greater portion of his senior year he was engaged in teaching school, and by this means earned the money to pay the expenses of his senior year. On leaving Yale he chose the profession of law, and began his studies in the office of Judge Arphaxed Loomis, in Little Falls, Herkimer Co., N. Y. The regulations in the State of New York then required a seven years' course of study before application could be made for a license to practice in the inferior courts of record, and three years' additional study, with the previous admission to practice as an attorney, before an examination was allowed for a license to practice as counselor and solicitor in chancery. Of the first seven years, a student was allowed a credit of four years if he was a graduate of a college. Mr. Todd prepared himself for his first license to practice, and sought a location in the West. He selected St. Louis as the place to practice his profession, and arrived on the 9th of November, 1839. In March, 1840, he was licensed to practice in the courts of Missouri by Judge Tompkins. In 1854, Mr. Todd was elected to the Lower House of the Missouri Legislature. During this session he devoted his services to revising the laws of the State, which duty was performed that session.

In 1860 he was a candidate for Congress on the Bell and Everett ticket. He was a Whig in politics until the dissolution of that party; since then he has acted with the Democratic party.

Mr. Todd was one of the freholders who provided a scheme for the separation of the city of St. Louis from the county of St. Louis, and to organize new governments for them, and he was a member of the State Convention held in 1875 for revising and amending the Constitution of the State.

He has always taken an active interest in public enterprises. He is one of the trustees of Washington University, and has given his services gratuitously as professor in the Law Department, of which he is one of the founders. He was one of the founders of the St. Louis Agricultural and Mechanical Association, and of the University Club, Public School Library, Mercantile Library, and the Missouri Historical Society. He was also one of the first members of the St. Louis Bar Association, and is a member of the Academy of Sciences, and one of the founders of the first St. Louis Cremation Society.

For the last twenty-two years Mr. Todd has not practiced in the courts, having withdrawn on account of his health. He continues an office practice of a limited character from his attachment to the profession.

Mr. Todd has co-operated in nearly all enterprises

undertaken by private corporations for promoting the attractions of the city and its facilities for trade and commerce.

A graduate of the Michigan University, W. H. H. Russell climbed to enviable prominence in his chosen profession with surprising rapidity, and has added to the technique of law a fund of general knowledge that few persons surpass. Born in Michigan in 1840, of sturdy farmer stock, student, after leaving the university, of the Ann Arbor Law School, he located in 1864 at Memphis, Tenn., entering the office of W. K. Patson; the next year becoming counsel for Capt. John A. Morgan in a noted case against the general government, he won it, received a fine farm of six hundred and forty acres in Arkansas, and fixed at one stroke his own reputation. The year 1867 was spent in travel; 1868 saw him a resident of St. Louis. Maj. Uriel Wright, his warm friend, secured him as Hon. R. S. Donald's associate in the murder case of Dr. Headlington. Charles P. Johnson and J. P. Colcord were their opponents. The trial was before Judge Wilson Primm. The admiralty case of the "Bright Star," involving constitutional questions of importance, was shortly after placed in his hands. Though his opponent was the United States attorney, General Noble, a very able lawyer, Mr. Russell won his case. His speech in the noted divorce suit of Redelia vs. Dr. James Fischer was printed and widely circulated for its wit and sarcasm. Then came that long, strange romance of the Max Klinger trial, a boy of seventeen, who murdered his uncle. There seemed no hope for him. Judge Primm chose Mr. Russell as Klinger's counsel. The case had three jury trials, was twice before the State Supreme Court, and in 1872 was decided by the United States Supreme Court, after having been unsettled for over four years. Mr. Russell has since been engaged in many important cases, and is in great demand as a public speaker. In 1871 he visited Europe, and wrote letters to the *Democrat* and *Republican*. Ever an admirer of the fine arts, a lover of out-door sports and rural delights, a hard student in his profession, he deserves his success and his popularity.

Blennerhasset's success as a public prosecutor was not equaled again in St. Louis until the days of Col. James C. Normile, whose career in this city began in 1869, he then being but twenty-one years of age. He graduated at Georgetown (D. C.) College, and studied law in Columbia Law School, Washington, D. C., and under Hon. O. H. Browning and Gen. Thomas Ewing, then in Washington. The former gentleman took a warm interest in young Normile, and did much to develop his powers and waken his ambition. The young

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A. P. Dyer

lawyer used the libraries and other advantages of Washington to the utmost, and between 1860 and 1868, besides serving for a time in the army, was a witness to some of the most stirring scenes in American history. When, in 1869, he landed in St. Louis, he remained idle for some time. Chosen to defend a young man for murder, with Governor Johnson as prosecutor, he made a three-hour speech that was like a tidal-wave, sweeping down opposition and bearing him into an immediate renown. This was the noted Fore trial, and his speech was published in full in the *Missouri Republican*. It gained him the nomination of circuit attorney on the Democratic ticket, though three of the oldest and best lawyers at the bar were his opponents. Being elected, he bent all his splendid energies to the task of making the best possible record in that office. A public prosecutor has to familiarize himself with all the secrets, sources, and wanderings of crime, and analyze the most profound mysteries of the human soul in health or disease. The records of the courts and the columns of the press for the past ten years show how great, continuous, and often unexpected have been the successes of Col. Normile, pursuing his object with sleuth-like determination through the most complex labyrinths. The trial of Antoine Holme, for wife-murder, of William Morgan, for the same offense, of Julia Fortmeyer, a professional child-murderess, of John McNeary, for murder, were all State trials that tested the best abilities of Col. Normile. Called upon on many public occasions for speeches, his utterances would fill volumes. Always apt, ready, and eloquent, he is a marked and interesting figure among St. Louis lawyers.

David Patterson Dyer was born in Henry County, Va., Feb. 12, 1838. In 1841 his parents migrated to Missouri and settled near Troy, in Lincoln County, where Mr. Dyer labored on his father's farm till eighteen years of age, and enjoyed only the educational advantages afforded by the common schools of his neighborhood. In these, however, he acquired sufficient education to enter college at St. Charles, where he remained a year. At the age of twenty, or in 1858, he commenced the study of law in the office of Hon. James O. Broadhead, of Bowling Green, in Pike County, and at the end of 1859 he was admitted to the bar of Missouri. In 1862 he removed to Louisiana, Mo., and formed with Hon. John B. Henderson a partnership which continued till 1870. In 1875 he removed to St. Louis, which has ever since been his residence. In 1881 he entered into his present partnership with B. D. Lee and John P. Ellis, under the firm-name of Dyer, Lee & Ellis.

In 1860 he was elected circuit attorney in the Third Judicial District of Missouri. In 1862 he was chosen to represent Pike County in the Legislature of Missouri, and though but twenty-four years of age was made chairman of the judiciary committee. In 1866 he was made secretary of the State Senate, and in 1868 was elected to the Congress of the United States. In 1875 he was appointed United States attorney for the Eastern District of Missouri, and by his able management of the celebrated "whiskey ring trials" achieved a national reputation.

In 1860 he was a Douglas Democrat, and on the breaking out of the civil war in 1861 he took an active part in the organization of the First Regiment of Home Guards. In 1864 he left his seat in the Legislature to raise and organize the Forty-ninth Regiment of Missouri Militia, and was made its colonel. He served with the regiment in 1864 and 1865, under Gens. Rosecrans and Canby, and took an active part in the siege of Mobile.

The honorable positions which he has held, and the important duties he has been called to discharge, are the best evidences which can be offered of his ability, and of the esteem in which he is held by his fellow-citizens.

In 1860 he was married to Miss Lizzie Chambers Hunt, daughter of Judge Ezra Hunt, of Pike County, Mo., and his domestic relations have been exceedingly happy.

The son of Dr. Bernard G. Farrar, one of the earliest and most famous of St. Louis physicians, was educated as a lawyer, and became one of the most efficient members of the county court. James S. Farrar was born in St. Louis in 1839, and educated at the old college which stood on the corner of Ninth Street and Washington Avenue. In 1861 he raised a company at his own expense, was made captain, and assigned to the Thirtieth Missouri Volunteers, and was with Gen. Francis P. Blair's brigade in the hard service of 1862 and 1863. He was commissioned major about this time. In 1865, Governor Fletcher appointed him justice of the county court of St. Louis, and the people at subsequent elections signified their approval, so that he served in that office until 1876. When Judge Farrar assumed this office he was a rich man, but he gave lavishly of his means to the sick and poor, sacrificing much time and money to the public service. Largely to his exertions was it due that the county recovered its seven hundred thousand dollars loan to the Missouri Pacific Railroad in 1875, after it had been given up as lost. Frank J. Bowman, county counsel, proposed action, and with Judge Farrar carried the case to a successful close.

It has been said that class valedictorians never amounted to much afterwards. Josiah G. McClellan is evidence to the contrary. Born in 1824, in Wheeling, W. Va., of New England stock, he took the highest honors in 1847 at Williams College, began the study of law, wrote articles for the journals, and being admitted started for St. Louis in 1850, with fifty dollars in his pocket. He entered the office of Peter A. Ladue, assessor of the county, and as chief clerk familiarized himself with the land and land-owners of the city. In 1851 he began practice, associating himself with Judge Moody, afterwards of the Circuit Court, and Col. Hilyer, afterwards Gen. Hilyer, of Gen. Grant's staff, Capt. U. S. Grant at that time occupying a desk in the same office. In 1856, Mr. McClellan married the daughter of F. C. Sharpe, a renowned Kentucky lawyer. The civil war disrupted the firm. Mr. McClellan removed to Kentucky, and returned in 1863, the disasters of the war having ruined him financially, and he had to begin over again. His practice grew, and turning his attention to land titles, he decided to make an index of titles to all the real estate in the county of St. Louis. This was a gigantic task. There are over six hundred books of records of deeds in the recorder's office, averaging five hundred pages to a volume. The various concessions, grants, and charges under French, Spanish, and English law immeasurably increased the difficulty of this task, but its value to the public needs no comment. It is one of those works which remain as monuments of industry long after their projectors are dead.

George W. Bailey was born in St. Louis Nov. 27, 1841. His father, George Bailey, familiarly known in St. Louis as "the carriage man," was a native of New York State, where he was born in 1813. He was left parentless and penniless at childhood, but by energy and perseverance rose from poverty to an independency. He learned the trade of carriage-blacksmithing at Bridgeport, Conn., thence diligently working his way into a small carriage business, and afterwards to a greater. In 1837 he opened in St. Louis the first carriage repository and manufactory of consequence established in the Mississippi Valley. The founders and proprietors of the "Fallon" and "Wright" carriage manufactories of St. Louis learned their trades in the establishment of Mr. Bailey. In St. Louis he rose rapidly to an independent position, and heavily invested the fruits of his enterprise and labor in St. Louis real estate, in which he had unbounded confidence, which he maintained to the time of his death in March, 1878. He was thus closely identified with St. Louis interests for more than forty

years, during which period his business sagacity was widely recognized, and his commercial honesty was without blemish or question. Mr. Bailey left a large estate for equal distribution among his surviving heirs, five sons and one daughter. Most of the sons are prominent business men of St. Louis. Mrs. Mary Bailey, the mother of these surviving children, was a native of Bridgeport, Conn. Her mother was a Palmer, hence her children are members of the celebrated "Palmer family," whose reunions bring together so many thousands from all parts of the country.

George W. Bailey, the second son, who was administrator of his father's estate, was educated in the best schools afforded by New England, finishing his course at the New York Conference Seminary and Collegiate Institute, of Charlotteville, N. Y., after which, entertaining an ambition to follow his father's example to success in the carriage business, he voluntarily acquired, as indispensable to success, a knowledge of the business by learning the trade of carriage-trimming at the establishment of Wood Brothers, in Bridgeport, of which fact he is to-day justly proud, although circumstances caused a departure from his original intention. His father retiring from business, a regular collegiate course was then determined upon, but the breaking out of the civil war in 1861 prevented the execution of the latter purpose. Young Bailey promptly enlisted as a private soldier in the first "three years'" regiment from Connecticut (the Sixth Infantry), and served as a private for seventeen months, during which period the regiment was attached to the Army of the Potomac at Washington, and the Army of the South at Hilton Head and Beaufort, S. C. With the regiment he participated in the expedition which sailed from Fortress Monroe, Va., to Port Royal, S. C., in November, 1861, under Gen. W. T. Sherman and Commodore Dupont, and which was threatened with destruction in the terrible ocean storm off Cape Hatteras. He witnessed the picturesque bombardment of Forts Walker and Beauregard, Nov. 7, 1861, and was among the first Union troops on South Carolina soil.

He participated with his regiment in the campaign and expeditions about Hilton Head, and witnessed the bombardment and reduction of Fort Pulaski, at the mouth of the Savannah River, from Danfuskie Island, where the Sixth Connecticut was stationed, prepared for an emergency.

In February, 1863, Mr. Bailey was commissioned by Governor Gamble as second lieutenant in the Sixth Missouri Infantry, then stationed at Young's Point, La., opposite Vicksburg, and a part of the Fifteenth Army Corps and Army of the Tennessee. He par-



Geo. W. Bailey.-

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ticipated in the entire campaign of Vicksburg, commanding his company in the bloody assaults upon that stronghold on the 19th and 22d of May, 1863. He was slightly wounded, but remained in the field until the surrender of the city, July 4th. He participated in the battles of Champion Hills and Jackson, and accompanied his command to the relief of Chattanooga, when the Army of the Tennessee, under Grant, hastened to the relief of the beleaguered Army of the Cumberland, under Thomas. With the Fifteenth Army Corps, under Sherman, he participated in the bloody battle of Missionary Ridge and the night pursuit of Bragg's defeated army. Thence he proceeded with the Fifteenth Corps to the hurried relief of Burnside, besieged by Longstreet at Knoxville. After the raising of the latter siege the army returned to winter-quarters in Northern Alabama. He participated in the Atlanta campaign, opening in May, 1864, and took an active part in the battles of Resaca and Dallas, and several minor engagements and skirmishes with his company. When the term of service of his regiment expired he, with most of the regiment, promptly re-enlisted for "three years, unless sooner discharged." Shortly after he was promoted to be first lieutenant of his company, and shortly thereafter detailed from the regiment to serve as aide-de-camp on the staff of Maj.-Gen. Morgan L. Smith, then commanding the Second Division of the Fifteenth Army Corps, in which capacity he remained during the rest of his service in the army. At the battle of Kenesaw Mountain, Ga., he performed a brilliant service. Having been directed to accompany the assaulting lines, and report concerning the position and works of the enemy, he was in the thickest of the fire of that terrible assault, and observed the insurmountable obstacles forbidding the success of the venture. He picked his way back among the dead and wounded, and reported to Gen. Smith the causes of defeat. As orders had been given to "re-form and re-assault at three P.M.," it was important that Gen. Logan (commanding the Fifteenth Army Corps) should be at once apprised of the situation, and Lieut. Bailey was detailed for that purpose. Mounted, he made his way three miles through the timber cover to Logan's headquarters, where he found Gen. Logan and Gen. McPherson. He reported the situation, and was questioned by Gen. McPherson as to his own opinion, and modestly said that he thought that any further attempt to carry the works by assault would prove only a useless sacrifice of life. Thereupon he was directed to return to Gen. Smith with the order that he was not to re-assault without further orders. Lieut. Bailey dashed back, and on the way was the target of

batteries, whose aim was to intercept a solitary horseman galloping across the open space, and evidently the bearer of a very important message. Eventually an exploding shell prostrated the horse and dismounted and severely wounded the rider. Regaining their feet, though torn and bleeding, rider and horse were soon again hurrying to insure the delivery of the order. When he arrived the troops were in line for another assault. The welcome order was delivered, the bugle sounded the halt, the troops cheered, but the enemy, mistaking the cheers as indicating another assault, opened a furious fire upon the supposed advance. The "further orders to assault" never came. Thus many valuable lives were saved from useless sacrifice.

At the battle of Atlanta, July 22, 1864, Lieut. Bailey was assigned to the important duty of ascertaining at what point in the Confederate lines Hood's forces were massed for the assault on the Federal works, in order that they might be opposed by the Union reserves. He selected an elevated position immediately in rear of the Federal works, and awaited the terrible battle which followed, and was captured and taken into Atlanta. While at a point about forty miles within the Confederate lines he escaped by the novel means of being buried alive, and permitting his captors to march off and leave him. After two and a half months of endeavor to regain the Federal lines, enduring many hardships, and having many narrow escapes and romantic experiences, he finally gained a point within one mile of the Federal pickets, where he was captured by Confederate guerrillas, taken into the woods, and given "two minutes" to prepare to die. By remarkable presence of mind and by resorting to a ruse he again escaped, though shot at four times, receiving a rifle-ball through his right lung and shoulder, which wound for months after seriously threatened his life. He regained the Federal lines at Atlanta, gradually recovered, and when Sherman "marched to the sea" was, with other wounded, removed to St. Louis, and subsequently promoted captain of his company, but retained his position on the division staff until the close of the war.

A graphic account of his peculiar experiences at the battle of Atlanta and while within the Confederate lines has been published by Capt. Bailey in a neat little volume entitled "A Private Chapter of the War," which was highly commended by officers and soldiers of the late war, and referred to by the press generally throughout the country as one of most thrilling and absorbing interest.

During the war Mr. Bailey acted as special artist and correspondent of the *New York Illustrated News*,

and his many sketches and accounts of war incidents appearing in that pictorial work were noted for a degree of accuracy hardly to be expected from mere war correspondents and artists, whose duty required of them no exposure to extraordinary dangers.

After the surrender of Lee and Johnson, Capt. Bailey was mustered out of the service of the government, and shortly after received from Governor Fletcher, of Missouri, a position on his staff, with the rank of first lieutenant, and was assigned to duty as enrolling officer of the city and county of St. Louis, and enrolled all citizens subject to military duty into regiments of Missouri militia. In June, 1865, Mr. Bailey had sufficiently recovered from his wound to commence the study of law in the office of Hon. Charles D. Drake, of St. Louis. He completed his legal studies in the office of the late Judge James K. Knight, of St. Louis, and was admitted to the bar of Missouri in 1866 by the late Judge Reber, and to practice in the United States courts by an examining board in 1867. He has ever since been practicing law in the city of St. Louis, enjoying a handsome practice in the civil and appellate courts, which was won only by a strict and careful attention to business, conscientious discharge of duty, and unquestioned integrity, coupled with acknowledged ability.

In 1870, Mr. Bailey married Mary G., daughter of Dr. G. W. Scollay, of St. Louis, of which union three children were born, two of whom still survive. For the benefit of his family Mr. Bailey established his home in Kirkwood, a suburban town thirteen miles from the city on the Missouri Pacific Railroad, where he resided until 1878, when he removed to the city.

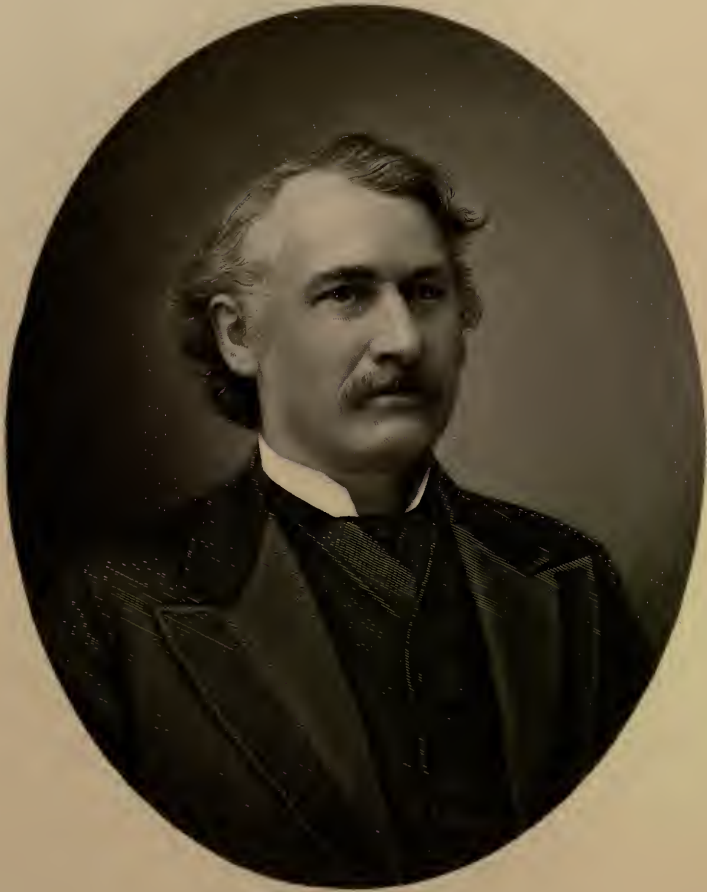
When Mr. Bailey went to Kirkwood the town court was held in general contempt on account of its futile efforts to enforce the law and command respect. The orders and writs of the court were disregarded and remained unexecuted, and the recorder was in court openly defied and insulted by some of those who were violent in their opposition to the enforcement of the town ordinances against the sale of intoxicating liquors without a license. At the earnest solicitation of the recorder, Mr. Bailey accepted the appointment of prosecuting attorney for the town, and grasping the situation, at once inaugurated a new order of things. His first step was to enforce respect for the law and the court, which having been accomplished by a series of energetic and masterly proceedings, prosecutions were then vigorously conducted, fines were collected, and the guilty punished, and Kirkwood has ever since had a worthy court.

In 1874, Mr. Bailey was nominated and elected for two years a member of the House of Representatives

of the Missouri Legislature. His representative district extended entirely around the city of St. Louis, from the Missouri to the Mississippi River, embracing three large townships. He was elected as a "Straight" Republican, defeating both a Democratic and a "Liberal" Republican opponent. In the Legislature Mr. Bailey took an active and prominent part in all measures of importance which came before the House, and, as the most prominent Republican newspaper of the State said, "made his influence felt on the right side of almost every contest in the House."

An incident illustrating the fidelity of Mr. Bailey to his tried friends is found in the record of the contest between the Missouri Pacific Railroad Company and its colored passengers in 1873. The latter were sold only first-class tickets, but were compelled to ride in the smoking-car. Women and children and infants constituted no exception to the requirement. Finally a colored girl attempted to enter the regular Kirkwood passenger-car, but was forcibly opposed and maltreated by the brakeman. Her friends sought redress, but resident counsel were generally afraid to take hold of the case on account of "public sentiment." Mr. Bailey was appealed to, and accepted the case, ignoring "public sentiment," and glad to be able to cancel a portion of his indebtedness to the colored race on account of services gratuitously rendered to him while in the Confederate lines. He declared that the requirement of the railroad company was a discrimination against "race and color," and was prohibited by the Constitution of the United States and of Missouri, and secured the arrest, conviction, and fining of the brakeman for assault and battery. A civil suit for damages was also prepared, but was ended by the company agreeing formally to acknowledge the right of colored passengers to ride in first-class seats at first-class prices. The case attracted widespread attention, the question involved (the application of the Fifteenth Amendment) being put to the test for the first time in Missouri.

: During the labor riots of 1877, when mobs held possession of St. Louis, Mr. Bailey's military knowledge was rendered available, and he was prominent in effecting the military organization in Kirkwood for home protection known as the "Kirkwood Rifles," which was composed of the most prominent citizens of the town. The company was drilled to efficiency by Mr. Bailey and others, and its services were tendered to and accepted by the town authorities to assist in the preservation of the public peace. Mr. Bailey succeeded Capt. Wright as commander of the company, and remained in command until its services were no longer required.



Rich^d. A. Barret

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In politics Mr. Bailey is an earnest Republican.

He is generally recognized as a skilled parliamentarian, and is a prominent member of various orders and societies,—the Masonic fraternity, the American Bar Association, the national and local Legion of Honor, the Society of the Army of the Tennessee, and the Grand Army of the Republic, etc.

Mr. Bailey is also an enthusiastic advocate of outdoor recreation, especially for professional men. Being deprived, on account of his wound, of even the unsatisfactory benefits afforded by a city gymnasium, he has always set apart convenient days for out-door exercises in the hunting-fields, claiming that more can be accomplished in six days by spending one in such recreation than otherwise. He is an expert wing-shot, and an admirer of well-bred and well-trained setters and pointers, and attributes his present excellent state of health and power of endurance to a naturally tough and wiry physical constitution, somewhat shattered during the war, but preserved and fostered by periodical and ample exercise in the open air of the country, which he regards as a sure prevention of most of the complaints which mind and flesh are heir to.

Late in the eighteenth century (about 1790) Robert Morrison, of Philadelphia, settled in ancient and quaint Kaskaskia. Fortunate in many things, most of all fortunate in his wooing, he courted and won Eliza A. Lowry, daughter of Col. Lowry, of Baltimore, for years afterwards called "the most brilliant woman in the valley of the Mississippi." Of this marriage James L. D. Morrison was born, April 12, 1816. His father became the largest mail-contractor in Illinois. When but fourteen young Morrison was sent hither and thither, collecting drafts and money, and arranging business matters with tact and fidelity. By 1832 he carried mail two days, "kept store" one day, and attended school three days each week. That year he became midshipman in the United States navy, cruised twenty-seven months in the South Pacific, afterwards in the West Indies, became rich, studied law, and in 1836, returning to Illinois, completed his studies and was admitted. He joined the Whigs with ardor, stumped the State, and became one of its best-known leaders, but in later years has been a Democrat. He now resides in St. Louis. Col. Morrison's second wife is Adele Sarpy, daughter of John B. Sarpy, one of the pioneer St. Louis merchants.

Richard Bland, of the first Continental Congress, had no more notable descendant than Hon. Peter E. Bland, born in St. Charles County, March 29, 1824. He was also connected with the learned Chancellor

Bland, of Virginia. Educated in the Methodist college at St. Charles, forced to teach school for a livelihood, student in Judge Lackland's office till 1849, young Bland struggled upwards, and when admitted opened an office, and soon became known as a worker, commanding a large practice. From 1861 to 1863 he served in the Union army as colonel of a Missouri cavalry regiment. Locating in Memphis, Tenn., he practiced with success; in 1868 returned to St. Louis, almost a stranger, but became connected with some of the most important Supreme Court cases, and his services have since been in continual demand. His wife, Miss Virginia Clark, of Richmond, Va., whom he married in 1845, died in 1870, leaving three children, all grown.

Richard Aylett Barret, son of Richard F. and Maria Buckner Barret, was born at Cliffland, the home of his grandfather, a place of great natural beauty, near Greensburg, Ky. The estate was situated on a plateau, diversified by hill and dale, and bordered on the one side by forests of beech and oak, and on the other by lofty cliffs, composed of shelving rocks, to which cling mosses and cedars. At the base of the plateau winds the silvery course of the Green River as far as the eye can reach.

Richard A. Barret spent his early youth at Springfield, Ill., and at St. Louis, where he attended the school of Edward Wyman and the St. Louis University, and also received instruction from Chester Harding, who entered him at Phillips Academy, Exeter, N. H., to prepare for Harvard College, which he entered in 1852. On the journey eastward his companions were Mrs. Rhodes, John Cavender, J. S. Cavender, and Chester Harding (the two last mentioned afterwards rising to distinction as officers in the Union army during the civil war), and the route taken extended from St. Louis to Brownsville, Pa., and along the Monongahela by steamboat, across the Alleghenies to Cumberland, Md., by stages, and thence by rail to Washington. In the latter city his uncle, Aylett Buckner, a member of Congress from Kentucky, was then domiciled opposite the Treasury Department, with Giddings, Greeley, Lincoln, and Richardson, while Clay, Douglas, Crittenden, and other famous men of the period were frequent visitors. When Messrs. Lincoln and Buckner went to Philadelphia to attend as delegates the convention which nominated Gen. Taylor for the Presidency, R. A. Barret accompanied them.

Having obtained the degrees of M.A. and M.D., the latter from the Missouri Medical College, March, 1854, Mr. Barret went to Europe and studied at Bon, Munich, and Heidelberg, being awarded the

degree of Ph.D. He belonged to the Swabia "Burschenschaft," and traveled on foot up and down the Rhine, and through the "Phalz" and "Swartzwald," and much of Italy, France, and Spain. For some time he acted as secretary of legation at Paris under John Y. Mason, minister at the court of Napoleon III. In 1859, having returned to the United States, he was admitted to the bar of St. Louis, and entered into the practice of the law with his uncle, Aylett Buckner. He was immediately engaged with Stephen T. Logan and Milton Hay, of Springfield, Ill., in a suit in which the Hanks, of Decatur, Ill., the relatives of Abraham Lincoln, were interested, and he greatly enjoyed the witty and pointed stories, the cheerful conversation, and the familiar courtesies of the future President.

In the winter of 1859-60, Mr. Barret was employed, with Messrs. Blocker, Gurley, and Coke, now United States senator, in settling disputes as to the eleven-league Galindo claim, near Waco, McLernan Co. In May, 1860, his father died, leaving a distracted and scattered business, and a young and expensive family to his care. About this time the political skies became overcast with the clouds of the impending war, and in the agitation which followed Mr. Barret bore an active and influential part. He at once took firm ground in favor of the Union cause, and became a close and intimate friend of Capt. Nathaniel Lyon, who was looked up to as the leader of the anti-secession element. Mr. Barret was one of the leading actors in the Southwestern campaign, being attorney for the United States government in the offices respectively of Gen. Farrar, general supervisor of confiscated and contraband property; Col. James O. Broadhead, city provost-marshal; and Gen. E. B. Alexander, United States provost-marshal for Missouri. He also acted as chief clerk and private secretary to the latter until April, 1866. Mr. Barret was thrown into contact with the leaders on both sides, and was personally acquainted with Governor Reynolds and Gens. Frost, Jeff Thompson, Buckner, and Price (the last two being his relatives), whom he believes to have been actuated by unselfish and patriotic though mistaken motives, together with many other active participants in the exciting scenes of that stormy period.

Mr. Barret wrote several reports of the fairs of the St. Louis Agricultural and Mechanical Association, which were published in book form, and did much to popularize the association and advance its interests. In 1866 he went to Burlington, Iowa, to settle up his father's estate, and there purchased and edited the *Gazette and Argus*, the oldest paper in the State.

With Henry W. Starr and J. G. Foote, he was sent as a delegate to the Des Moines Rapids Convention at St. Louis, which resulted in the building of the Keokuk and Nashville Canal, and was selected by the State of Iowa, together with Gen. A. C. Dodge, formerly United States senator and minister to Spain, Governor Gear, and Judge Edmonds, of Illinois, to urge upon the business men and capitalists of St. Louis the importance of the St. Paul and St. Louis Air-Line Railroad. On this occasion the *Burlington Hawkeye* said, "Mr. Barret is entitled to the thanks of our people for his untiring efforts and success in directing public attention to this important road."

Mr. Barret has been a lifelong member of the Turner Association, and is an ardent advocate of physical culture, having delivered addresses before the Turners at Hyde Park, Burlington, Iowa, in company with Theo. Gulich, Governor Stone, and Senator James W. Grimes, and at Peoria, Ill., with Attorney-General ("Bob") Ingersoll, of Illinois. He is a member of the old "Central Verein," from which so many Union soldiers were recruited in St. Louis during the spring and summer of 1861, and served on the finance and citizens' committees for the great "Turnfest" of 1881.

From 1869 to 1872, Mr. Barret was editor-in-chief of the *St. Louis Dispatch*, and afterward commercial and then city editor of the *St. Louis Times*. He was also private secretary to his brother, Mayor Arthur B. Barret, and to Mayor James H. Britton.

Mr. Barret married Miss Mary Finney, daughter of the late William Finney, one of the earliest settlers and most prominent citizens and merchants of St. Louis. He prefers a quiet life, removed from the bustle and confusion of the world, and of late his private affairs and his library have been "dukedom large enough."

Samuel B. Churchill came to St. Louis in 1835. He was born in Louisville in 1812, a lineal descendant of the famous Churchill family of Virginia, and connected by blood or marriage with the Armisteads, the Carters, the Turners, Harrisons, Oldhams, and many other of the proudest families of colonial and Revolutionary days. Col. Churchill practiced law but two years. He was in law partnership with Ferdinand Risk. After 1837 journalism and politics occupied his entire time. Sympathizing with the South, he was arrested and imprisoned in 1861, and in 1863 was ordered to leave the State. He returned to Kentucky, took a prominent part in politics there, serving as Secretary of State from 1867 to 1872.

Shepard Barclay was born in St. Louis, Nov. 3, 1847. He is the grandson of Elihu H. Shepard,



Shepard Barclay

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one of the pioneers of St. Louis, who for many years was the leading school-teacher of the city. Mr. Barclay began his education at the public schools and High School of St. Louis, and afterwards attended St. Louis University, where he was graduated in 1867. He next attended the University of Virginia, at Charlottesville, Va., and was graduated with high honors in 1869. He then visited Europe, and studied civil law for two sessions at the University of Berlin, Prussia. During his sojourn on the continent he acquired the French and German languages. He then returned to St. Louis, and began the practice of law June 1, 1872. During his early practice he was connected professionally with the press of St. Louis, as editorial contributor, and manifested decided aptitude for the calling.

In 1873 he formed a law partnership with W. C. Marshall, and in that connection continued to practice law until elected circuit judge, Nov. 7, 1882.

Mr. Barclay has been connected with and has successfully managed some of the most important cases that have come before the courts. A ripe scholar, an able, faithful, diligent, and untiring lawyer, patient, polite, energetic, careful, and honest, he seems by nature, education, and experience eminently fitted for the judgeship, and his friends confidently expect from him a brilliant record on the bench.

Joseph G. Lodge was born in Gloucester County, N. J., Jan. 27, 1840; was educated in Gloucester County and at Chester, Pa.; at the age of nineteen taught school, continuing in this occupation for nearly two years, and in 1860-62 attended the law school of Michigan University at Ann Arbor. He also took at this institution a partial course in the senior class of the Literary Department. In 1862 he graduated in the law school with the honors of his class, having been chosen orator. He then spent a year in a law-office at Detroit, and in 1863 removed to Battle Creek, Mich. On his arrival in that town he was poor and unknown, but soon made friends and rapidly acquired a lucrative practice. He was elected to several offices, the most important that of prosecuting attorney for the county, in which capacity he managed many intricate cases, and was generally very successful, although he often had to contend with some of the leading lawyers of Michigan. He retained this office four years, having been re-elected for a second term.

In October, 1866, he married Miss Mary S. Sailer, of Gloucester County, N. J., and in October, 1871, removed to St. Louis. Here, as in Michigan, he began as an entire stranger, but he again quickly built up a large and lucrative practice as a criminal lawyer. While practicing mostly in the criminal

courts, he has had many important civil cases, and in both fields has shown himself an able advocate. At present he is a member of the legal firm of Johnson, Lodge & Johnson, which is generally conceded to be one of the first in the West. In 1882 he was a candidate on the Republican ticket for judge of the Criminal Court, but owing to dissensions in the party was defeated. Industrious, faithful, attentive, and with broad and comprehensive views, he is an earnest and forcible advocate, but his analytical mind makes him perhaps more effective in the argument of legal propositions before a court than in the discussion of questions of fact before a jury.

The bar of St. Louis at the present day, as reflected in its living and active members, both those upon the shady side of the hill and those who are climbing to the summit, is not unworthy in any respect of the distinguished ancestry whose faint outline has been traced in the preceding pages. The profession holds out the same high rewards to honorable industry, cultivated talents, probity and integrity, and our contemporaries toil with an inherited zeal and compete with an ardor transmitted through unbroken generations for the same sort of distinction as that which compensated Easton and Hempstead, Carr and Benton, the Bateses, the Bartons, the Gambles, and other illustrious men. Those who lightly pretend to believe that the bar of St. Louis has degenerated are not familiar with its past, or have neglected to measure the stature of its present greatness. They may not have forgotten Gibson, Hitchcock, the Glovers, Broadhead, Henderson, and others of national reputation, but they do not sufficiently take into account such men as D. Robert Barclay, H. A. and A. C. Clover, R. Graham Frost, James S. Garland, Joseph R. Harris, Waldo P. Johnson, Edward P. Lindley, and many others.¹

It will be seen, from what has been set forth above, that the bar of St. Louis was never, even in the most primitive times of its history, what is called a "country bar," where the simple disputes of rusties are adjudicated in an unpretentious, rural fashion, and the calibre of judges and counsel is as light in weight as the causes brought to trial. Where the missiles are mountains and hills, the giants must be called in to throw them. The big lawyers of the country—those who felt that they could become big, that is—went to Missouri, Kentucky, Louisiana, Texas, because the big fees were there which they

¹ The author endeavored without result to obtain the material for biographical sketches of Henry Hitchcock, Samuel T. Glover, and other leading members of the bar, whose modesty forbade them to supply the necessary facts.

grasped at. So when a class of fledgling doctors graduates, the youth who is content to "tote" around his saddle-bags and pill-box all his life, because he has no greater faith in his own capacity, gets him away to some rural district, where the doctors are as few and far off as possible, but the really ambitious "saw-bones" seeks the heart of the great city, where he knows that one critical case well conducted will bring him into lucrative practice. The fees in any good fat land case in St. Louis County, paid in land, were often a fortune to the lawyer who won the case, or, if not, they pointed the way to fortune; for the people took an immense and enthusiastic interest in courts and law-suits, and attended upon prominent trials as one would go to the circus or the theatre. A murder trial or a land suit would bring a whole county, a whole circuit, to the county-seat. Thus the lawyers were always in the public eye, and their merits and achievements instantly known; and in this way the St. Louis lawyer constantly had the two greatest possible incentives to endeavor by which man can be urged on,—large profits, and the sincere applause of multitudes.

In this respect the Western courts were as different as possible from those in the East. Hon. Oliver H. Smith, some time United States senator from Indiana, in his very entertaining volume, "Early Trials in Indiana," notes this difference forcibly. The people of the West in those early days, he says, thought "the holding of a court a great affair. They came hundreds of miles to see the judges and hear the lawyers 'plead,' as they called it. On one occasion there came to be tried before the jury an indictment for an assault and battery against a man for pulling the nose of another, who had insulted him. The court-room was filled to suffocation. There were two associate judges on the bench. The evidence and the pleadings were heard with breathless expectation, and when the case was concluded, the people returned home to tell their children that they had heard the lawyers 'plead.' How different this," continues Mr. Smith, from a scene witnessed by him in Baltimore in 1828, when he visited the United States court-room there and got a seat from the United States marshal. "There was a venerable judge on the bench, a lawyer addressing the court, another taking notes of his speech. These three and the marshal composed every person but myself in the room. They were all strangers. I asked the marshal who they were. 'The judge,' he said, 'is Chief Justice Marshall, the gentleman addressing the court is William Wirt, and the one taking notes is Roger B. Taney,'—three of the most distinguished men in the United States, and yet in a city of fifty thou-

sand souls they were unable to draw to the court-room a single auditor." Mr. Smith seems utterly unconscious of the fact that they were not there to "draw."

This necessity of Western eloquence, "drawing," has been very slow to change, if it has disappeared entirely now. Nor have the busy people quite ceased to be drawn; at least such was the case down to a recent epoch. We do not wish to seem libelous, and hence will not vouch for the tradition that in Lexington, Ky., upon occasion of the second trial of one of the Shelbys for murder, in 1846, the trustees of the Methodist Church seriously and urgently debated as to whether or not a great strawberry and ice-cream festival of the church, to which weeks of labor and preparation had been given, should not be adjourned to a later day, to enable the people to go hear the great Henry Clay "plead." And in the interesting account, quoted from on a previous page, from the pen of Charles Gibson, descriptive of the great St. Louis venue of 1850, when MM. les Comtes de Montequieu were tried for the murder of Kirby Barnum and Albert Jones, we discover that this personal interest in trials still at that day pervaded the whole community. "The trial," says Mr. Gibson, "was largely attended, not merely by our best citizens, but nearly the whole of the spacious apartment was filled by the most refined and aristocratic ladies, old and young, of the city." The writer adds, in the true regretful spirit of a *laudator temporis acti*, that "the contrast between a great criminal trial thirty years ago, in which the entire community took a profound interest, and the proceedings of the present day in the Four Courts has to be seen in order to be understood and fully appreciated."

The temples of justice, however, and the instruments of punishment in those primitive days were just as poor and mean as can be conceived, and very little calculated to draw the crowds which they had no capacity to accommodate. The machinery of justice seems to have advanced in complications and magnificence in proportion as the public interest in her mysterious, awful ways has diminished and grown cold. This is the way civilization works, perhaps. We do not say that early St. Louis contented itself with the corn-crib court-house and the goods-box jail seen by Mr. Darby in his early rides upon the circuit; yet in 1811, as Brackenridge describes, there was no jail but the martello tower of the old Spanish fort, and no court-house but the stone barrack in that fort, where vermin must have been plenty, or a dining-room in a tavern by the river-side. The record-office and records did not keep much better

state, nor were the court forms ceremonious or intricate, except in the matter of pleas and replications and practice, where the Indiana forms, which had been introduced, were, like the farmer's worm fence, so twisted in and out that he could not tell which side he was on for the life of him. These forms cost the simple and ingenuous French *habitans* of St. Louis many a dollar and many an arpent.

There may, perhaps, have been a litigious propensity among the primitive St. Louisans in respect of suits upon personal issues. The number of slander and scandal cases during the Spanish *régime* is noticeable, and makes the supposition thrown out quite probable. The early judges under the American *régime* probably thought it needful to be severe in order to maintain their dignity, at least they were severe in many cases. The newspaper court reporter of the present day had no existence then, luckily for him, but the courts appear to have resented in a very uppish manner not only criticism, but every other sort of reference to their proceedings and manners, and there are several cases on record—the chief of them noticed in other parts of this work—in which criticism and comment were punished severely as constituting contempt. It usually happens that these blows of the courts, no matter whom they are aimed against, light upon the best and most amiable citizens, and this has been the case in St. Louis from the time of Joseph Charless, the first printer, to that of Samuel T. Glover, who in 1865, as we have seen, was fined five hundred dollars for contempt in resisting an unjust statute that impaired his most precious rights as a citizen.

As a rule, however, the chief and characteristic trait of the courts of St. Louis has been the great individuality and force of ability of the bench and bar, the important character and intricate nature of the issues joined, and the simplicity of the court's methods and surroundings. The extreme economy of the administration in primitive times has already been sufficiently spoken of. This proceeded in part from the simple surroundings with which judge, jury, and bar contented themselves on all occasions, from the low salaries allowed, and from the doubling up of many offices and functions in one person. Thus the clerk of the Circuit Court of St. Louis County was also always *ex officio* recorder of deeds, and usually prothonotary or register of wills and clerk of the Probate Court likewise. An odd instance of this consolidation of offices in one person is to be observed in the case of Dr. David Waldo, of whom some mention has already been made in this chapter. Said Mr. John F. Darby, "He was clerk of the Circuit Court of Gasconade

County and *ex officio* recorder of deeds for the county; he was also clerk of the County Court of Gasconade County, justice of the peace, acting as coroner and as deputy sheriff, it is said, as well as postmaster. He held a commission also as major in the militia, and was a practicing physician. The duties of all these offices David Waldo attended to personally, and discharged with signal and distinguished ability. The county of Gasconade at the time took in an immense territory, including within its boundaries the scope of country now included in the counties of Osage, Maries, Phelps, Pulaski, Wright, and Texas, and on that account it was called by many of the inhabitants 'The State of Gasconade, David Waldo, Governor.' In speaking of the doctor, even to his face, very few of them saluted him as mister, doctor, or major; they all called him 'Dave.'"

The court-room in which this factotum exercised every quality and degree of civil function consisted of one large hewed log house, with one room, a kitchen, and some log stables, so that all had to eat and sleep in the same room, and after the table for breakfast or dinner, as the case might be, had been cleared away, the judge would take a seat on one side of the room in one of the old-fashioned split-bottomed chairs and hold court.

It is to be observed of Waldo, moreover, that he was a gentleman, a scholar, and a man of many superior qualities, and that he did all these things for the people among whom he lived and not for himself, differing therein entirely from that Iowa family not so many years back, of whom the tradition runs that, profiting by sundry convenient laws of the new State, they moved out into the open prairie, and there, all by themselves, after taking up no end of government land, went through all the motions of erecting a new county, held an election, county, township, and State, electing themselves to all the offices, secured the benefit of the school-house, school, court-house, road, and other county funds, and then issued county bonds at a rate to make the Egyptian Khedive stare, selling them for what they would bring and pocketing the proceeds. Dr. Waldo's method of serving the public was much more genuine and cheaper than the modern method, and the public service was benefited in proportion.

As the officers, so the judges, with one or two exceptions. And well was it for early St. Louis and Missouri that they possessed an honest and capable judiciary in the face of so much and so many temptations, for otherwise corruption and villany would have stalked abroad.

As we have said, the court's surroundings in St. Louis were a little less rude than in Gasconade, yet

primitive enough in all conscience. The first court-house, in the tavern under the bank, where Emilien Yosti waited upon his boatman customers, the second, in the old fort on the hill, have already been spoken of sufficiently in several parts of this book, nor is there need to say much of the third, that on the west side of Third Street, between Spruce and Almond Streets, a little one-story house of frame, fronting on Third Street. Here, within these lowly precincts, McNair ruled upon the bench, Benton took his attorney's oath; here sat Lucas, here pleaded Barton and Easton and Pettibone, and many another of the goodly names enrolled in the preceding pages among the pioneers. The catalogue of buildings need not be extended further. So frugal did the people continue to be that even as late as 1827, when population was growing rapidly and the streets were being paved, the city could only spare eighteen thousand dollars to build a new court-house, and the structure was erected complete within the estimates,—two miracles in one!

There is nothing more to be said upon this subject except that the bench and bar of St. Louis continue to maintain their pristine vigor and intelligence, illustrating the records of the future, not by extinguishing but by intensifying the lights of the past upon them, making

"Experience the arch wherethrough
Gleams that untraveled world, whose margin fades
Forever and forever where they go."

The Bar Association of St. Louis.—On the evening of the 16th of March, 1874, a meeting of the members of the St. Louis bar was held in Circuit Court Room No. 2 for the purpose of "considering the propriety and feasibility of forming a Bar Association in the city of St. Louis." Col. Thomas T. Gantt was made temporary chairman, and E. W. Pattison was chosen secretary. Alexander Martin stated at length the objects and purposes of the proposed association, and on his motion a committee consisting of five members of the bar was appointed by the chair to draft a suitable constitution and by-laws and submit the same at an adjourned meeting of the bar. The committee consisted of Alexander Martin, Henry Hitchcock, R. E. Rombauer, George M. Stewart, and Given Campbell. The next meeting was held on the 23d of March, 1874, at which a constitution and by-laws were submitted and adopted substantially as presented, and the final organization and incorporation effected. The incorporators were:

John R. Shepley, E. B. Adams, Henry Hitchcock, G. A. Finkelburg, Shepard Barclay, Arba N. Crane, Edmund T. Allen, Edward T. Farish, Thomas Thoroughman, E. W. Pattison, Alex. Davis, Amos M. Thayer, Nathaniel Holmes,

Alex. Martin, H. T. Kent, E. C. Kehr, John R. Warfield, C. S. Hayden, A. M. Gardner, John W. Dryden, E. B. Sherzer, George M. Stewart, R. H. Spencer, William Patrick, Charles T. Daniel, W. F. Boyle, Joseph Shippen, R. E. Rombauer, Edward W. Tittman, H. D. Wood, J. N. Litton, E. P. McCarty, D. W. Paul, T. A. Post, J. B. Woodward, Samuel T. Glover, William H. Bliss, H. A. Hanessler, J. S. Fullerton, J. S. Garland, Hugo Muench, Preston Player, Leonard Wilcox, M. Dwight Collier, Robert W. Good, George W. Lubke, Leo Tarlton, Charles G. Singleton, W. H. Holmes, W. H. Lackland, R. Schulenburg, J. F. Maury, Wm. H. Clopton, Lucien Eaton, Braxton Bragg, Jr., J. F. Conroy, J. Q. A. Fritchey, H. C. Hart, Jr., Henry M. Post, David Goldsmith, William C. Marshall, D. D. Duncan, John C. Orrick, William B. Thompson, H. L. Warren, J. S. Laurie, John E. Jones, Silas B. Jones, J. A. Seddon, Jr., J. O. Broadhead, A. M. Sullivan, J. T. Tatum, J. D. S. Dryden, Samuel Erskine, Nathaniel Meyers, John H. Rankin, Charles C. Whittlesey, George W. Cline, M. J. Sullivan, F. T. Martin, M. D. Lewis, G. D. Reynolds, John W. Noble, B. L. Hickman, E. S. Tittman, J. P. Vastine, S. S. Boyd, Francis Minor, Given Campbell, M. R. Cullen, T. A. Russell, George B. Kellogg, A. W. Slayback, Thomas G. Allen, C. O. Bishop, Chester Harding, Jr., J. D. Foulon, F. J. Donovan, Francis Garvey, William J. Richmond, G. H. Shields, J. W. Ellis, Henry M. Bryan, J. D. Johnson, James Taussig, R. S. McDonald, Simon Obermeyer, J. K. Tiffany, Samuel Simmons, A. R. Taylor, Sherard Clemens, A. W. Mead, J. F. O'Rourke, G. Pollard, F. C. Sharp, D. Tiffany, F. N. Judson, Leo Rassieur, P. Donohue, Melville Smith, W. C. Jamison, Theo. Hunt, T. C. Fletcher, W. C. Jones, T. T. Gantt, H. E. Mills, V. W. Knapp, George W. Taussig, J. B. Nicholson, Clinton Rowell, John M. Krum, W. C. Bragg, John G. Chandler, J. G. Lodge, F. Wislizenus, L. Bell, M. L. Gray, A. D. Anderson, and Julius E. Withrow.

The association continued to meet in court-room No. 2 until the 2d of November following, when it was removed to the life insurance building on the northwest corner of Sixth and Locust Streets. On the 21st of April, 1876, it returned to the court-house and occupied a room on the second floor, now used by the fire-alarm telegraph, and just opposite the office of the clerk of the Court of Appeals. It remained there until the 5th of January, 1880, when it was again removed to its present commodious quarters on the ground-floor in the Market Street wing of the court-house, near the office of the recorder of deeds. Since its organization the presidents and the date of their election have been:

1874, John R. Shepley; 1875, James O. Broadhead; 1876, Samuel M. Breckinridge; 1877, John M. Krum; 1878, George W. Cline; 1879, Alexander Martin; 1880-81, Henry Hitchcock; 1882, Edward C. Kehr. The first board of officers were John R. Shepley, president; G. A. Finkelburg, A. N. Crane, E. T. Farish, vice-presidents; E. W. Pattison, secretary; A. M. Thayer, treasurer; Alexander Martin, Edward C. Kehr, Charles S. Hayden, executive committee. The present board is composed of Edward C. Kehr, president; Edmund T. Allen, James Taussig, S. M. Breckinridge, vice-presidents; G. A. Finkelburg, secretary; Eugene C. Tittman, treasurer; G. A. Finkelburg, Alexander Martin, John W. Dryden, executive committee.

The object of the association is to "maintain the honor and dignity of the profession of the law, to cultivate social intercourse among its members, and for the promotion of legal science, of the administration of justice." It has accomplished great good in elevating the tone of the legal profession in St. Louis.

CHAPTER XXXV.

THE MEDICAL PROFESSION.¹

THE earliest physicians in St. Louis were the army surgeons stationed at the military posts under the French and Spanish *régimes*, who in many instances settled in the community and identified themselves with its interests and life. As they were usually men of superior education and good social position, they established a standard of medical practice which has ever since been maintained, and laid the foundations of a code of medical ethics which has caused the profession in St. Louis to occupy a foremost place in the medical world.² The first physician whose name is found in the early archives is

Dr. André Auguste Condé, a native of Aunis, in France, who was post-surgeon in the French service at Fort Chartres prior to the cession to England, and crossed the river with the few soldiers brought over by Capt. St. Ange de Bellerive, after placing the British Capt. Stirling in possession of the other side, Oct. 20, 1765. Dr. Condé had married Marie Anne Bardet de Laferne, July 16, 1763, whom, with his infant daughter Marianne, he brought over with him to the new post. He received from Governor St. Ange, June 2, 1766, a concession, the fifth recorded in the "Livres Terriens,"—the "land-grant books,"—of two lots together in the village, fronting two hundred and forty feet on Second Street, by one hundred and fifty deep, being the east half of the block next south of the Catholic Church block (now No. 58). On this lot he built for his residence a house of up-

right posts, with a barn and other conveniences, where he resided for some ten years, until his death, Nov. 28, 1776.

Dr. Condé was a gentleman of fine education, and a prominent man in the village in his day. He had an extensive professional practice, as well on the west as on the east side of the river, being for a time alone in his profession at this point. Having died intestate, the Governor appointed his relative, Louis Dubreuil, merchant, guardian to his two minor daughters, the oldest, Marianne, mentioned above, the second, Constance, born in St. Louis in 1768. An inventory of his estate, taken a few days after his death, includes the names (numbering two hundred and thirty-three) of all those indebted to him on both sides of the river for professional services rendered, comprising nearly all the inhabitants of the two places, and might almost serve for a directory had such a thing then been needed. His widow married a second husband, Gaspard Roubien, also a European, Sept. 19, 1777. They subsequently removed to St. Charles, where they both died.

Condé's eldest daughter, Marianne, was married to Charles Sanguinet, Sr., Aug. 1, 1779, and the second, Constance, first to Bonaventura Collell, a Spanish officer, in the year 1788, and secondly to Patricio Lee, in 1797. Each of these ladies left a numerous progeny. The Sanguinets of St. Louis comprise the Benoists, the wife of the Hon. John Hogan, former member of Congress, William H. Cozens, etc., and the Lees of St. Charles, Mrs. Stephen and Mrs. Thomas Rector, the Rousseaus, Benjamin O'Fallon, and others.

Dr. Jean Baptiste Valleau was the second physician who settled at St. Louis. A native of France, in the Spanish service, he came to St. Louis late in the year 1767 as surgeon of the company sent up by Count Ulloa from New Orleans, under the command of Capt. Rios, to receive possession of the place. That they had come up expecting to remain, at least for a time, is evident, as immediately after his arrival in the place he made application for a lot in the village upon which to build a house for his family, which he had left in La Rochelle, France. Accordingly, he received a concession (No. 43) from St. Ange, dated Jan. 2, 1768, of the northeast quarter of the present Block No. 61, being one hundred and twenty feet on the west side of Second Street by one hundred and fifty feet deep west up the hill on the south side of Pine. After he received the grant of his lot, it was some little time before he could find any one to build his house, owing to the scarcity of workmen in that early day of the village. He then entered into the following agreement :

¹ For the preparation of the greater part of this chapter the author is indebted to Dr. E. M. Nelson, editor of the *St. Louis Courier of Medicine*, who, we think it will be conceded, has discharged his task with great care and with painstaking and discriminating accuracy. The author is also under obligation to Dr. Nelson for many other kindnesses in the compilation of this work. A number of the biographical sketches contained in this chapter were prepared by him, and those contributed by other persons are indicated by foot-notes.

² The portion of this chapter relating to the physicians of St. Louis in the early French and Spanish days was prepared by Mr. Frederic L. Billon.

"I, Peter Tousignau, under my customary mark of a cross, not knowing how to sign my name, in presence of Mr. Labuscrière, acknowledge that I bind myself to build for Mr. Vallean, surgeon in the Spanish service, a house of posts in the ground, eighteen feet long by fourteen wide on the outside, and roofed with shingles, with a stone chimney, and a partition in the centre of small square posts, with one outside door and another in the partition, two windows with shutters, well floored and ceiled with hewed cottonwood plank well jointed. The whole is to be completed by the 15th July next, subject to inspection, to be built on the lot of Mr. Vallean, adjoining Mr. Calvé's.

"In consideration of the sum of sixty silver dollars, which Mr. Vallean binds himself to pay to said Tousignau as soon as the house is completed, and to furnish all the iron and nails necessary for said house, but nothing else, the posts of the house to be round, of red oak.

"Thus covenanted and agreed in good faith between us, at St. Louis, April 23, 1768.

"TOUSIGNAU'S ✕ MARK. VALLEAU. LABUSCIÈRE, witness."

In due time his house was completed and he in possession, shortly after which the quarter block south of and adjoining his was ordered to be sold by the Governor (the owner, one Calvé, having left in the night to avoid his creditors), and was purchased by Vallean, with a small house of posts some sixteen feet square on it, for six hundred livres (about one hundred and twenty dollars), Sept. 26, 1768, Vallean then owning the east half of said block (now 11). Shortly afterwards having been much exposed to the effects of a hot sun in a new and to him deleterious climate, in riding back and forth between St. Louis and Bellefontaine, on the Missouri, where Rios' men were engaged in building a fort, he fell ill, and died at the close of November, 1768, at the house of Joseph Denoyer, nearly opposite his own, within a year of his arrival in the country. On finding his end approaching, in conformity with a custom almost uniformly followed by devout Catholics at that day, he executed his will on Nov. 23, 1768. He was but one of numerous others who fell victims to the unhealthy influences incident to all newly-settled countries in certain latitudes, particularly on water-courses. So universally was it the custom at that day in colonies for a sick person to execute his will, commending his soul to his Maker, that a man who died without having done so was deemed to have neglected one of his most important religious duties. It mattered little whether he possessed much or no property whatever to dispose of, the will appeared to be an essential to entitle him to burial with all the solemnities of the holy church in consecrated ground.

This will was as follows:

"WILL OF JOHN B. VALLEAU, SURGEON.

"Before the royal notary in the Illinois, province of Louisiana, in presence of the hereafter-named witnesses, was personally present Mr. John B. Vallean, a senior surgeon of His Catholic Majesty in the Illinois, being now at the post of St. Louis,

in the French part of the Illinois, lying sick in bed, in the house of Denoyers, but sound of mind, memory, and understanding, as appears to the undersigned notary and witnesses, who, considering there is nothing more certain than death, nor nothing so uncertain as its hour, fearing to be overtaken by it without having disposed of the few goods which God has given him, the said John B. Vallean has made and dictated to the notary, in the presence of the undersigned witnesses, his last will and testament in the following manner:

"First, as a Christian and a Catholic, he commends his soul to God the Father, Son, and Holy Ghost, beseeching His divine bounty, by the merits of His passion, and by the intercession of the Holy Virgin, of Holy St. John, his guardian, and of all the spirits of the celestial court, to receive it among the blessed.

"The said testator wishes and ordains that his debts should be paid and the injuries occasioned by him, if there be any, shall be relieved by his executor hereinafter named.

"He declares, wishes, and ordains that Duralde, employed in the Spanish service, residing in this post of St. Louis, whom he appoints his executor, shall take possession of all his effects, situated in this colony of the Illinois and at New Orleans, either personal or real property, goods, effects, money, or anything belonging to the said testator at the day of his death, in whatever part of this colony they may be situated, without any reservation, appointing the said Duralde as the executor of this will, and praying him to undertake the charge as a last proof of friendship.

"The said Duralde shall make a good and exact inventory of the property belonging to said testator, shall make the sale thereof, and the money arising therefrom shall be sent by him to Madame Vallean or to her children, residing at La Rochelle, in the house of Madame Chotet, Main Street, revoking all other wills and codicils which I might have made before this present will, to which I adhere as being my last will.

"Thus made, dictated, and declared by the said testator, by the said notary and witnesses, and to him read and re-read, he declaring to have well understood it, and wishing the said last will to be executed according to its tenor.

"Done in the room in which the said testator keeps his bed, the year one thousand seven hundred and sixty-eight, the twenty-third of November, about six o'clock P.M., in the presence of De Rive (Rios), civil and military Governor of the Missouri portion of the country, at present in this post of St. Louis, and of Joseph Papin, trader of this same place, witnesses summoned for the purpose, and who have with the notary and the testator signed these presents after the same was read conformable to the ordinance.

"VALLEAU.

"FRANCISCO RIVE (RIOS).

"JOSEPH PAPIN.

"LABUSCIÈRE, Notary."

It does not appear that any inventory of his personal property was taken, as no mention of it is to be found in the archives, nor of any sale, but they may have been sent to New Orleans, as was sometimes the case at that early day in our history. But his executor, Martin Duralde, proceeded without delay to dispose of his two lots, which was done at public sale on Sunday, Dec. 11, 1768.

Dr. Vallean's is the first will on record. He had brought up with him from New Orleans a box of one gross packs of playing cards, to assist him in getting through the long and tedious winter months of this

then out of the way part of the world. After his death, Duralde, his executor, not finding sale for them except at great loss, kept the box in his store for two or three years, when, finding they were almost ruined by water leaking from his roof just over the place where he kept them, he received permission from the Governor to dispose of them at auction.

Dr. Antoine Reynal appears from the archives to have been the third surgeon in St. Louis, from about the year 1776. In the year 1777 he purchased from one Jean Hugé the west half of the block on the east side of Third Street, from Market to Chestnut Streets, with a log house at the south end, fronting on Market Street, opposite the Catholic graveyard. The north end of this lot, at the southeast corner of Chestnut and Third Streets, is now occupied by the *Missouri Republican* building. Dr. Reynal lived here for about twenty-three years, and sold the property to Eugenio Alvarez in November, 1799. He subsequently removed to St. Charles, where he died.

Of Dr. Bernard Gibbins, the fourth physician, we know but little, except that he was in St. Louis in the years 1779 and 1780, as we find him the possessor of a house and lot at that period. But of what nationality, where from, or whether he died here or removed from the place, is not found in the archives of the day.

Dr. Claudio Mercier came up to St. Louis from New Orleans early in 1786. His native place was Lavisère, Dauphiny, France, where he was born in the year 1726. He had resided for a time in New Orleans, where he had acquired some property, and left a will there when he came up to St. Louis, which he had executed in 1784. He added a codicil to this will at St. Louis, dated May 17, 1786, in which he reaffirms his first will, emancipates his negro woman François, gives one hundred dollars to the poor of St. Louis, and appoints John B. Sarpy his executor. He died unmarried at St. Louis, on Jan. 20, 1787, aged sixty-one years. It does not appear that he practiced here.

Dr. Philip Joachim Gingembre (Ginger) came early in the year 1792 to St. Louis, and purchased a small stone house at the northwest corner of the present Olive and Second Streets, where he lived for some years. He then went to France, leaving his house unoccupied and closed. Not returning after some years' absence, the house, which was going to ruin, was publicly sold by order of the then Governor, Trudeau, to pay his creditors.

Dr. Antoine François Saugrain, born at Versailles, France, Feb. 17, 1763, came to St. Louis to reside with his wife and two children, from Gallipolis,

Ohio, in the year 1800. Here he continued in the practice of his profession until his death, May 20, 1820, at the age of fifty-seven years. Dr. Saugrain when but a youth had made the acquaintance of Dr. Benjamin Franklin in Paris, through whose representations of the country he came to the United States, after the recognition of our independence. After remaining a time in Philadelphia, he, in the winter of 1787-88, being then twenty-four years of age, proceeded with two other young Frenchmen, Messrs. Pique and Raguét, to Pittsburgh. Early in the spring of 1788, having been joined there by an American, a Mr. Pierce, the four left Pittsburgh in a flat-boat or broad-horn, then so called, with their horses and baggage, to descend to the Falls of Ohio, now Louisville. Dr. Saugrain subsequently joined those Frenchmen who, about 1790-91, emigrated from France to establish the new settlement of Gallipolis, in Ohio, in what is now Gallia County, then a wilderness. He remained some nine or ten years in this locality, during which period he was married on March 20, 1793, in Kanawha County, Va., just opposite the place, to Miss Genevieve Rosalie Michaud, the eldest of the two daughters of John Michaud, Sr., one of the settlers of Gallipolis, from Paris; and here two of their children were born, viz., Rosalie and Eliza. The first became in after-years Mrs. Henry Von Phul, and the second Mrs. James Kennerly, both of St. Louis. The Michaud and Saugrain families removed together from this place, Gallipolis, to St. Louis in the year 1800. Dr. Saugrain immediately entered upon the practice of his profession, and at the date of the transfer to the United States, 1804, was the sole practitioner in the village, and the last of the old French stock. In addition to the two daughters they brought with them from Ohio, Mr. and Mrs. Saugrain raised to maturity several other children born in St. Louis,—two sons, Alfred, now deceased, and Frederick, yet living; Harriet, who married Maj. Thomas Noel, United States cavalry, both deceased for some years, and Eugenie, still living, the widow of John W. Reel, a former merchant of St. Louis. The family of old John Michaud, who died June 29, 1819, aged eighty-one, comprised several sons, all now deceased, and two daughters, Mrs. Dr. Saugrain, and a second who became the wife of Dr. Robinson, formerly of the medical corps of the United States army. The lineal descendants of Dr. A. F. Saugrain are quite numerous, comprising the Von Phuls, Kennerlys, Noels, Reels, Saugrains, and others. Henry Von Phul, a sketch of whose life appears elsewhere, and who married the eldest of the daughters of Dr.

A. F. Saugrain, was one of the earliest of the American merchants of St. Louis, honored for his uprightness, and universally esteemed by the community among whom he lived for the largest portion of his prolonged life. James Kennerly was a Virginian by birth, and a merchant in the early days of the Territory. The widows of these two gentlemen still survive at an advanced age.

During the early period of Dr. Saugrain's residence in St. Louis there was also located here a Dr. Watkins, with reference to whom we have been able to learn nothing save only the name. There was also a Jesuit priest named Didier, who used to prepare teas and other simple remedies for any who were ailing,¹ but who was not an educated physician. Dr. Saugrain had had a thorough scientific and medical education in Paris, and was fully qualified in all the professional learning of the day. He relied almost exclusively upon ptisanes and vegetable remedies, regarding calomel as a virulent poison that never should be taken into the human system. He left behind him the reputation of a good physician and a thorough gentleman.

Dr. Saugrain was one of the early advocates of vaccination. In the *Missouri Gazette* of June 7, 1809, we find a card in which he calls attention to the value of vaccination as a preventive of smallpox, and announces his readiness to vaccinate any who should apply.²

¹ Dr. Saugrain's oldest daughter, Mrs. Von Phul, states that there was very little sickness here in those days, and little occasion for calling upon a physician or taking any medicine. Every one was strong and healthy.

² "The undersigned having been politely favored by a friend with the genuine vaccine infection, has successfully communicated that inestimable preventive of the smallpox to a number of the inhabitants of St. Louis and its vicinity, and from a sincere wish which he entertains more widely to disseminate this blessing, he has taken the present occasion to inform such physicians and other intelligent persons as reside beyond the limits of his accustomed practice that he will with much pleasure, on application, furnish them with the vaccine infection. The following comparative view and certificate will sufficiently show the high estimation in which vaccination is holden by a number of the most learned and respectable physicians in our country. Persons in indigent circumstances, paupers, and Indians will be vaccinated and attended gratis on application to

"A. SAUGRAIN.

"St. Louis, May 26, 1809."

"A comparative view of the natural smallpox, inoculated smallpox, and vaccination in their effects on individuals and society:

"1. It is attempting to cross a large and rapid stream by swimming, where one in six perish.

"2. It is passing the river in a boat subject to accidents, where one in three hundred perish, and one in forty suffer partially.

"3. It is passing over a safe bridge."

This was accompanied with a certificate of the value of vaccination from a large number of prominent physicians of Philadelphia and elsewhere.

A similar announcement by Drs. Masop and Gebert is found some years later (in March, 1823), viz.:

"Drs. Mason and Gebert will be prepared on the 1st of April to vaccinate those persons who wish to avoid that dreadful disease, smallpox. The utmost punctuality may be relied on."

The next name of a physician which appears in these early papers is that of Dr. Farrar, whose card first appeared in the *Gazette* May 24, 1809, as follows:

"Dr. Farrar will practice medicine and surgery in St. Louis and its vicinity. He keeps his shop in Mr. Robidoux's house, Second Street."

Dr. Farrar was a man of considerable note, and the most conspicuous among the early practitioners of the city.

Dr. Bernard Gaines Farrar,³ son of Joseph Royal Farrar, was born in Goochland County, Va., July 4, 1785, but his parents removed to Kentucky in the autumn of that year. He commenced the study of medicine at the age of fifteen in the office of Dr. Selmon, of Cincinnati, studying afterwards with Dr. Samuel Brown, of Lexington. He attended lectures in Philadelphia at the University of Pennsylvania in 1804, and subsequently graduated from the Medical Department of Transylvania University, Lexington, Ky. He located first at Frankfort, Ky., but in the fall of 1806, at the suggestion of Judge Coburn, one of the Territorial judges of Missouri, who was his brother-in-law, he moved to St. Louis, and was the first American physician who permanently established himself west of the Mississippi. From this fact and the high character which he sustained he was in later days spoken of as the "father of the profession in St. Louis." He rapidly acquired a large practice and extended reputation, not unfrequently being called upon to take long journeys to see critical cases. Not more by his skill as a physician and surgeon than by his great kindness of manner and devoted attention to his patients did he win friends and secure patrons. He was tender-hearted, and suffered greatly in the suffering of his patients, and yet when there was duty to discharge, when he had ought to do to relieve such suffering, none could be firmer than he. He excelled particularly in tact, and seldom erred in prognosis. He was bold and decided in character and prompt in execution. He was specially dextrous in the various manipulations that are demanded in obstetric practice, which was a department of professional work and study in which he took special pride

³ For the facts in regard to Dr. Farrar's life we are indebted to a paper by Dr. C. A. Pope, published in the *St. Louis Medical and Surgical Journal*, September, 1850.

and interest. He attained some distinction also as a surgeon.

One of his first operations was an amputation of the thigh, performed on a man by the name of Shannon, who, when a youth, accompanied Lewis and Clark on their expedition to the Pacific Ocean. In 1807 Shannon undertook a second expedition, under the auspices of the general government, to ascertain the sources of the Missouri. At a point eighteen hundred miles up that river he was attacked by the Black-foot Indians, and wounded by a ball in the knee. He was brought down to St. Louis, and successfully operated on by Dr. Farrar. In those times the case was considered as an evidence of great skill, in view of the distance which the patient had traveled, and the low state to which his constitution had been reduced by the accident. This same Mr. Shannon afterwards received an education in Kentucky, and became one of her best jurists. He was subsequently elevated to the bench. Judge Shannon often said, and even declared on his death-bed, that he owed both his life and his honors to the skill of Dr. Farrar.

Dr. Farrar made the recto-vesical section for the removal of a calculus which had become attached to the fundus of the bladder several years earlier than Sansom, who is recognized as having the prior claim by virtue of having been the first to publish such a case. In the war of 1812, Dr. Farrar served as a surgeon, and also as a soldier in defending the State against the depredations of the Indians. His reputation became widely extended, and he was offered a professorship in his Alma Mater, the Medical Department of Transylvania University, which was then the only medical school west of the Allegheny Mountains, but declined the position. He was a member of the first Legislature under the Territorial form of government, and very active and influential in the affairs of the community. He died of cholera July 1, 1849, being within three days of sixty-four years of age.

In the discharge of his professional duties, Dr. Farrar was both physician and friend. No company or amusement could make him neglect his engagements, and he was ever ready at the call of the poor. Indeed, with respect to remuneration for his services, it was in most cases virtually optional whether payment was made at all. The convenience of all was the rule that governed him. He was always generous and disinterested, and history can produce few instances in which a life of such intense devotion in relieving the diseases incident to his fellow-men was less rewarded by pecuniary emolument. This utter want of selfishness and extreme pecuniary carelessness

formed perhaps one of the most distinctive traits of his character. Among his professional brethren he was universally beloved and esteemed. He was a gentleman in the highest sense of the term, and well deserved their respect and consideration. His acknowledged professional skill, his goodness of heart, his polished urbanity, his high sense of honor and his noble generosity of nature endeared him to all.

With reference to a number of other physicians whose names appear in professional cards in the early numbers of the *Missouri Gazette* there is little to say. Some of them were men of sterling merit and great ability, but records are wanting as to details of their lives. Yet it may be

a matter of interest to note the names of some of these pioneers and the wording of their cards.

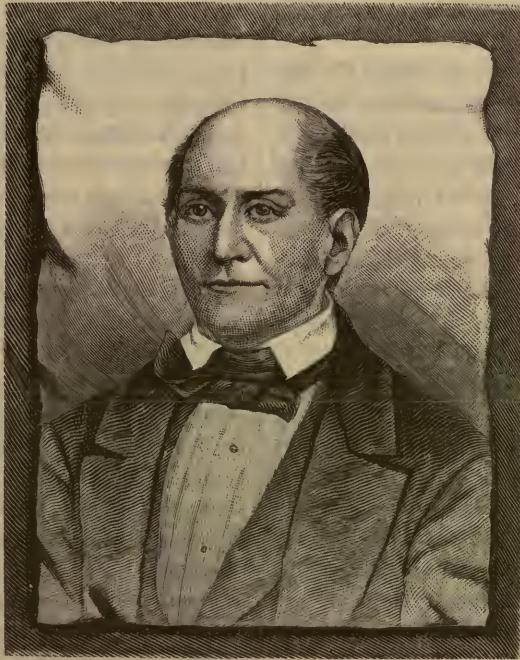
A few of them are given in the order in which they appear in the newspaper files:

April 26, 1810.—“Dr. William Reynolds has removed from Kaskaskia to Cahokia, and has commenced the practice of medicine in conjunction with Dr. Truman Tuttle.”

March 14, 1811.—“Dr. Wilkinson has just opened a handsome assortment of medicine at the house of Mr. Manuel Lisa, lately occupied by Fergus Moorhead, Esq.”

March 21, 1811.—“Dr. William Reynolds has opened a shop of fresh and genuine medicines in the house of Maj. N. Jarrot, Cahokia, where he will be found.”

Jan. 4, 1812.—“Dr. J. M. Read, from Baltimore, offers his professional services to the citizens of this place and its vicinity.



W. G. Farrar

His residence is in the north end of Madame Dubreuil's house, and next to Maj. Penrose's, where he can be found by those who may wish to consult him."

July 25, 1812.—"Dr. Simpson will practice medicine and surgery in the town and vicinity of St. Louis. He keeps his shop in the house adjoining Mr. Manuel Lisa, and formerly occupied by Fergus Moorhead, Esq."

Oct. 1, 1812.—"Drs. Farrar and Walker associated in the practice of medicine."

Sept. 30, 1815.—"Dr. Quarles will practice medicine and surgery in the town of St. Louis and its vicinity. He may be found at his shop opposite Mr. Patrick Lee's, on Main Street."

Jan. 13, 1816.—"Drs. Simpson and Quarles having formed a connection, the business will in future be conducted under the firm of Simpson & Quarles."

Dr. Simpson was prominent in various ways, and the following additional facts in his life will be read with interest:

Dr. Robert Simpson was born in Charles County, Md., in 1785, of a family which had been long in this country. At an early age he studied medicine in Philadelphia, and graduated from a college the name of which is now forgotten. In 1809 he entered the United States army as assistant surgeon, and was ordered to duty at St. Louis. In his official capacity as assistant surgeon he accompanied the troops that established Fort Madison, on the upper Mississippi, remaining there about a year, when he returned to St. Louis. In connection with the late Dr. Quarles he established the first drug store in St. Louis, and about the same time was appointed postmaster. He held also, at various times, several other offices of honor and public trust. In 1823 he was appointed collector of St. Louis County, which position he held three years. In 1826 he was elected sheriff of St. Louis County, and served two terms. Subsequently he engaged in merchandise, transacting business on Main Street, between Market and Chestnut Streets, in the same building with the *Missouri Republican*. Still later he was elected city comptroller, and was also cashier of the Boatmen's Savings Institution and member of the State Legislature. He had not practiced medicine for a long time prior to his retirement from active business. Throughout life he was remarkably robust and strong. He died at his residence, No. 2911 Washington Avenue, in the eighty-eighth year of his age. In all the relations of life none were more favorably known than himself in St. Louis through more than a half-century. The geniality of his temper won him hosts of friends, and his high sense of honor and incorruptible integrity gained him the admiration of all who knew him. It is but a few years since that he knew and was known by almost every inhabitant of the city and the surrounding country; but the immense increase of population, together

with the retirement demanded by his great age, in his late years made him less known to the citizens at large.

In connection with the statement that Drs. Simpson and Quarles established the first drug store in St. Louis, it may be noted that in August, 1808, there appeared in the *Missouri Gazette* an advertisement that Aaron Elliot & Son had received from New York a large supply of drugs and medicines, which they offered to the inhabitants of Ste. Genevieve on as good terms, they claimed, as could be obtained anywhere in the country. This was several years before the establishment of the drug store in St. Louis by Drs. Simpson and Quarles. From the same advertisement it would appear that the supply of patent medicines for "all the ills that flesh is heir to" was as liberal in the early years of the century as at the present time. The following list of these articles is taken from the advertisement mentioned: "Church's Cough Drops, Turlington's Balsam of Life, Bateman's Drops, British Oil, Steer's Opodeldoc, Hill's Balsam of Honey, Godfrey's Cordial, essence of peppermint, Lee's New London Bilious Pills, by the gross or less quantity, Anderson's do., Hooper's Female do., Liquid True Blue, Maccaboy and Cephalick snuff, chemical fire-boxes, 'one of the best inventions in the known world for travelers.'"

Dr. Samuel Merry was also one of the early practitioners in St. Louis. He graduated in medicine at the University of Pennsylvania, and in 1833 was appointed receiver of public moneys at St. Louis, which office he held for twelve years. His time was taken up chiefly with his practice, which was large and burdensome, while the duties of the receiver devolved, in great part, upon his deputy.

The following are some additional cards that are found among these early papers:

Nov. 2, 1816.—"Dr. Edward S. Gantt offers his professional services to the citizens of St. Louis and its vicinity."

Aug. 23, 1817.—"Dr. G. P. Todson has the honor of acquainting the inhabitants of St. Louis and its vicinity that he has taken possession of the shop formerly occupied by Mr. Alex. Laforce Papin, opposite Landreville's stone building, on Main Street, and determined on a permanent residence in St. Louis to practice physic, surgery, and midwifery."

April 24, 1818.—"Dr. Arthur Nelson tenders his professional services to the citizens of St. Louis and its vicinity."

Jan. 1, 1819.—"Doctor Gebert (lately from France), having received a regular diploma from the faculty of medicine in Paris, has the honor to offer his services to the inhabitants of St. Louis and its vicinity as a physician and surgeon. He lives at the house of Mr. Benoit, opposite Mr. Paddock's boarding-house."

Jan. 15, 1819.—"Dr. William Carr Lane's office on Third Street, late Reed's."

June 9, 1819.—"Dr. G. P. Todson's office in Perras' house, on Second Street, Block 57."

Feb. 2, 1820.—“Dr. Mason, from Philadelphia, offers his services to the inhabitants of St. Louis and its vicinity.”

March 19, 1823.—“Drs. Mason & Gebert having formed a copartnership, respectfully offer their professional services to the public.”

Sept. 13, 1824.—“*Medical Notice.*—Elisha Embree, M.D. Medicine and surgery in the city and vicinity of St. Louis.”

Jan. 18, 1827.—“*Stammering.*—Mrs. Leigh’s St. Louis institution for correcting impediments of speech. Mr. A. Yates, of New York, assistant in conducting Mrs. Leigh’s agency for correcting impediments of speech in the Western States, informs the public that he has established an institution for correcting impediments of speech at St. Louis, Mo.”

Nov. 29, 1827.—“Dr. Auguste Masure, lately arrived from Europe, offers his professional services in the different branches of physic, surgery, and midwifery to the public.”

Aug. 12, 1828.—“Dr. Harding, late of Kentucky, tenders his professional services to the citizens of the city and county of St. Louis.”

March 17, 1829.—“Dr. H. Gaither respectfully tenders his services to the citizens of St. Louis and its vicinity.”

July 28, 1833.—“Dr. Charles Geiger respectfully announces to the citizens of St. Louis and its vicinity that he has established himself in this city with the intention of devoting himself to the practice of medicine, surgery, and midwifery.”

As the years went on the number and influence of the physicians increased. We give here sketches of the lives of some who were eminent in the profession, of others who became prominent in other ways, and again of others whose lives are noteworthy by reason of their associations.

Dr. Clayton Tiffin was among the most prominent of the early practitioners. He was raised and educated in and near Chillicothe, Ohio, mostly with his uncle, Dr. Edward Tiffin, who was Governor of Ohio at an early day and also a physician. Dr. Clayton Tiffin left Chillicothe as an assistant surgeon in the war of 1812, and served as surgeon until the war closed, when he settled in St. Louis. He had great energy, and was an eminently practical man. During his residence in St. Louis he carried on a more extensive practice than any other man who ever lived here, becoming quite wealthy through his profession. He was of a restless disposition, and after some years of prosperous practice went over the plains to Utah and then to California, finally moving in 1846 to New Orleans, where he again entered practice. Here he soon built up a large business, especially among the river men, many of whom had been his friends and patrons while he was practicing in St. Louis. He was a skillful surgeon, and is believed to have made the first successful Cæsarian operation in the Mississippi valley. He died in New Orleans about 1856, and his remains were brought to St. Louis for interment.

Dr. Herman Laidley Hoffman, another pioneer physician, was born Oct. 17, 1796, in Winchester County, N. Y. Having had the advantages of a

superior literary and medical education, Dr. Hoffman left New York in the fall of 1819, and, as he said, “with his doctor’s degree in his pocket and his worldly goods in a valise,” started for St. Louis, then a place of about four thousand inhabitants. In those days it was necessary for a physician to keep his own drugs and medicines. Dr. Hoffman opened a drug store on the west side of Main Street, about sixty feet north of Market Street. His practice increased rapidly, and by the time he had been settled in St. Louis four or five years he looked upon himself as a prosperous man. In 1826 he was one of sixty-five citizens comprising the old Phoenix Fire Company. While in Illinois in 1835 the stage in which he was riding upset, and his right hand was so badly injured as to necessitate its amputation at the wrist. By that accident he was deprived of one of the greatest enjoyments of his life,—that of hunting, as he could no longer handle a gun. He soon learned to write with his left hand, his first essay in that line being the signing of the coupons to the city bonds, which, as treasurer, he was required to do. The doctor, it appears, continued in practice but a few years, abandoning it some fifty years ago. He subsequently resided principally in Cincinnati and Cleveland, where he carried on an extensive vineyard, but returned to St. Louis in 1874. He died Nov. 5, 1878. He was a man of fine literary ability, and an unpretending, upright citizen.

It was from the ranks of the medical profession that the first mayor was selected when the city was incorporated in 1823, and such an efficient and popular officer did Dr. William Carr Lane prove himself that he was nine times elected to that office. A sketch of his life will be found in the municipal chapter of this work.¹

¹ The following fee bill, found among the papers of Dr. William Carr Lane, was kindly loaned the author by Dr. Lane’s grandson, Dr. William C. Glasgow, of St. Louis:

“At a meeting of the medical faculty of the city of St. Louis, held at the City Hall, on the twenty-third day of November, 1829, the following regulations for fees were unanimously entered into:

Charge		
No. 1.	For the first visit in the city.....	\$1.00
“ 2.	“ two or more visits to regular patients, per day.....	2.00
“ 3.	“ a whole day’s medical attention.....	10.00
“ 4.	“ a night visit (expressly), after nine o’clock.....	2.00
“ 5.	“ a whole night’s medical attention.....	10.00
“ 6.	“ application or dressing vesicatories.....	.50
“ 7.	“ any other simple dressing.....	.50
“ 8.	“ visit in the country, per mile.....	1.00
“ 9.	“ consultation.....	5.00
“ 10.	“ writing a prescription.....	1.00
“ 11.	“ verbal prescription or advice.....	1.00
“ 12.	“ treating syphilis.....	20.00
“ 13.	“ treating gonorrhœa.....	10.00
“ 14.	“ natural labors, from.....	\$8.00 to 20.00
“ 15.	“ preternatural, difficult, etc., labors, from	\$30.00 to 40.00

Dr. Hardage Lane, another prominent physician of that period, was a cousin of Dr. William Carr Lane, and was regarded as one of the most accomplished members of his profession in the State. He had a large and lucrative practice among the best families of the city, and gave his attention closely to professional

duties, so that he was less conspicuous in political circles and not so generally known as his cousin Mayor Lane. He died early in July, 1849, having practiced medicine in St. Louis for more than a quarter of a century. During the prevalence of cholera in that year he was employed day and night in his ministrations to those stricken with the pestilence. He was at last forced to yield to physical exhaustion and disease, and after an illness of two weeks died, a sacrifice to his convictions of professional honor and duty. He was very hospitable, and used to entertain a great deal of company. His wife was an accomplished woman and a leader in society, and they frequently gave the most elegant dinners and fashionable parties. Dr. Lane was a great reader, and kept himself abreast of the most recent progress in the profession.

Charge	No. 16. For	amputating fingers, toes, and other small members.....	\$10.00
" 17. "	"	amputating arm, leg, or thigh.....	50.00
" 18. "	"	reducing luxation of the lower jaw.....	5.00
" 19. "	"	" " " wrist.....	5.00
" 20. "	"	" " " elbow-joint.....	25.00
" 21. "	"	" " " shoulder-joint.....	20.00
" 22. "	"	" " " ankle.....	20.00
" 23. "	"	" " " knee.....	20.00
" 24. "	"	" " " hip.....	50.00
" 25. "	"	reducing a simple fracture of the arm or leg.....	25.00
" 26. "	"	reducing a simple fracture of the thigh.....	40.00
" 27. "	"	" " " clavicle.....	20.00
" 28. "	"	" " " patella.....	20.00
" 29. "	"	operating with trephine.....	50.00
" 30. "	"	elevating the skull, when the trephine is not used.....	\$5.00 to 10.00
" 31. "	"	introducing catheter.....	5.00
" 32. "	"	vaccinating, under three persons, each.....	2.00
" 33. "	"	" " over three persons, each.....	1.00
" 34. "	"	extracting tooth.....	1.00
" 35. "	"	cupping.....	1.00
" 36. "	"	bleeding.....	1.00
" 37. "	"	opening abscess.....	from \$1.00 to 2.00
" 38. "	"	visit on the opposite side of the Mississippi River.....	3.00
" 39. "	"	giving an injection.....	1.00
" 40. "	"	every visit, per day, more than two.....	.50
" 41. "	"	amputating carpus or tarsus.....	60.00
" 42. "	"	" " the breast.....	50.00
" 43. "	"	extracting cataract.....	50.00
" 44. "	"	couching cataract.....	50.00
" 45. "	"	removing polypus from uterus.....	\$30.00 to 70.00
" 46. "	"	" " nares.....	\$10.00 to 20.00
" 47. "	"	extirpating testicle.....	30.00
" 48. "	"	operating for fistula in ano.....	\$30.00 to 50.00
" 49. "	"	aneurism.....	\$10.00 to 20.00
" 50. "	"	the operation of tracheotomy.....	25.00
" 51. "	"	" " for paraphimosis.....	5.00
" 52. "	"	" " phimosis.....	5.00
" 53. "	"	" " hare-lip.....	25.00
" 54. "	"	" " strangulated hernia.....	60.00
" 55. "	"	reducing strangulated hernia by taxis.....	10.00
" 56. "	"	operating for hydrocele.....	from \$20.00 to 50.00
" 57. "	"	" " lithotomy.....	\$100.00 to 200.00
" 58. "	"	applying a roller to the leg or arm.....	1.00
" 59. "	"	introducing seton, or caustic, or pea-issue.....	1.00

CHARGES FOR MEDICINES.

Charge	No. 1. For	a simple dose of medicine.....	\$0.25
" 2. "	"	a compound cathartic or emetic.....	.50
" 3. "	"	all tinctures, per ounce.....	.50
" 4. "	"	syrops, mixtures, and compositions, per ounce.....	.50
" 5. "	"	bark (common), flowers, and bitters, per ounce.....	.50
" 6. "	"	diaphoretic and other powders, per dozen.....	1.00
" 7. "	"	pills, quinine, per dozen.....	1.00
" 8. "	"	" opii, per dozen.....	.50
" 9. "	"	" common, per dozen.....	.50
" 10. "	"	quinine solution (eight grains to the ounce), per ounce.....	.50
" 11. "	"	blistering plasters.....	from 25 cents to 1.00
" 12. "	"	strengthening plasters.....	from 50 cents to 1.00
" 13. "	"	common ointment, per ounce.....	.25
" 14. "	"	compound ointment, more costly, per oz..	.50

Dr. Stephen W. Adreon was born in Baltimore in 1806. His father was Capt. Christian Adreon, a soldier of the Revolutionary war, and in the war of 1812 a captain in the Fifth Regiment of Maryland. In early life Dr. Adreon enjoyed all the requisite facilities for acquiring a liberal education, and after a protracted course of study graduated finally at the University of Maryland. About 1832 he came to St. Louis, turning his attention first to commercial pursuits, engaging in the wholesale dry-goods business. He did not long continue in mercantile occupations. His tastes for professional life led him to the study and practice of medicine, in which he continued with success to the end of his life. During his long career in St. Louis he was frequently called to occupy positions of responsibility in the administration of municipal affairs. During the incumbency of Mayors Kennett, King, and Filley he was a member of the Common Council. For a considerable period he was president of the Board of Health, discharging the responsible duties of that office with fidelity and skill. He served the public well in 1865 as health officer, and during the last year of his life was one of the managers of the House of Refuge, and ward

For attending to one person.....	\$20.00
" " two persons.....	25.00
" " three persons.....	30.00
" " four or five persons.....	40.00
All over five to ten, for each.....	5.00
All over ten, for each.....	3.00

"Resolved (secondly), That every practicing physician in the city of St. Louis annex his signature to the above bill of prices.

"We whose names are hereunto subscribed bind ourselves to observe the above regulations, under the penalty of being denounced as unworthy members of the medical faculty:

"Signed by Breton, D.M.M.; A. Moran, Docteur; B. Graham, Horace Gaither, Samuel Merry, C. Tiffin, G. Brun, Cornelius Campbell, Stephen W. Roszett, John Woolfolk, Hardage Lane by Samuel Merry, G. W. Call, W. M. Millington."

"It was also unanimously

"Resolved, 1st. That in attending by the year the following charges be adopted:



Edwin B. Smith

physician for the poor of the Eighth Ward. He died Dec. 9, 1867, leaving a wife and two sons.

Dr. Adreon enjoyed the confidence and respect of the community. He ranked well among his professional brethren, by his personal qualities entitling himself to the friendly esteem of the social circles in which he moved, and by his municipal services commanding the honor of the public. Agreeable in disposition, and liberal in the devotion of time and money to the interests of the city and to those who stood in need of his services, he died regretted by all who knew him.

Dr. Edwin Bathurst Smith, for nearly fifty years an honored citizen of St. Louis, was born in Essex County, Va., towards the close of the last century. His father, Edwin Bathurst Smith, of "Bathurst Place," Va., belonged to one of the most distinguished families of the Old Dominion, and was the only brother of Governor George W. Smith, who perished in the burning of the Richmond Theatre in 1811, an event rendered memorable as well as appalling on account of the large number and high social position of those, of both sexes, who perished in the flames on that lamentable occasion.

His grandfather, Col. Merriwether Smith, bore a conspicuous part in the struggle for independence, both as a member of the House of Burgesses of Virginia (serving on the committee which framed the Bill of Rights), and as the author of the American "Crisis." He was subsequently a member of the Congress of the United States from 1778 to 1783. His mother, Sallie Monroe, descended through a long line of distinguished ancestors from Sir Robert Monroe, Bart., of Fulis, Scotland, who came to this country in 1642, and settled in the northern neck of Virginia, and whose descendants filled an important place in the early history of the country.

Dr. Smith acquired his early education in the literary institutions of his native State, after completing which he determined to qualify himself for the medical profession. With this view he went to England, bearing letters of introduction from his relative, President Monroe, to the nobility and gentry. On arriving in England he became the guest of the Marquis of Hawbury, at whose suggestion he matriculated in the University of Edinburgh, at that time the most celebrated seat of medical learning in the world. In this institution he completed his medical education, after which he spent some time in visiting the various capitals of Europe for the purpose of gratifying his taste in the study of chemistry, botany, geology, and entomology, the pursuit of which was to him a source of peculiar pleasure through life.

On returning to America he settled in New Orleans, where, with all the energy of youth and a well-stored mind, he commenced the practice of medicine. As might be expected, he soon became prominent, both as a practitioner and a writer on medical subjects. He was one of the founders of the Medical College of Louisiana, in which institution he filled the chair of Professor of *Materia Medica* and Therapeutics. He felt a special interest in the treatment of yellow fever, the scourge of the Southern metropolis, and was the first one to introduce the refrigerant regimen in the treatment of that formidable disease, by giving his patients cold drinks to slake their thirst and allay their burning fever.

In the first epidemic of cholera in this country in 1832, which proved so fatal in New Orleans, as well as in other places in the South and West, he was untiring in his efforts to stay the progress of the plague, and in the same year was honored by the Governor of Louisiana in being appointed a member of the Western Medical Board, charged with the sanitary affairs of the State. The periodicals of that date contain many articles from his pen on medical and scientific subjects, which added to his reputation as a physician and scientist.

In 1838, when in the prime of life and in the successful practice of his profession, he was married to Miss Virginia Christy, the youngest daughter of Maj. William Christy, of St. Louis, so well known as one of its early settlers and most enterprising and honored citizens, a sketch of whose life and career is to be found in another part of this volume. The climate of New Orleans proved injurious to the health of his youthful bride, on which account Dr. Smith reluctantly consented to abandon the theatre of his successful labors and moved to St. Louis to reside. Here he spent the remainder of his life in literary and scientific pursuits, in gratifying his taste for letters, in looking after his property interests, and, assisted by his accomplished wife, in rendering his hospitable home the abode of domestic happiness and of social enjoyment to his and her numerous friends. Dr. Smith retained all his mental faculties to a ripe old age. On the 2d of February, 1883, after a brief illness, he died in his eighty-sixth year, respected and beloved by all who knew him.

Dr. Smith was a man of fine native ability and of refined and cultivated manners,—a high-toned gentleman of the old school, with whom honor and integrity towered above all other considerations.

Dr. Meredith Martin, one of the oldest physicians now living in St. Louis, was born in Kentucky in 1805, and studied medicine in the office of Dr. B. G.

Farrar, commencing in 1828, the first student of medicine west of the Mississippi. He graduated in medicine at the University of Pennsylvania in 1832, and in 1838 married a daughter of John H. Gay, of St. Louis. His second marriage occurred in 1864, his wife being Mrs. Tracy, formerly Miss Morton, of St. Louis. He commenced practice in 1832, and was at once sent out to the Indian Territory to vaccinate the Indians, in which service he was engaged for several months, returning to the city at about the close of the terrible cholera visitation of that year. He then entered into general practice, and only within a few years has withdrawn from active service in the profession. He was three times elected president of the St. Louis Medical Society, viz., in 1840, 1842, and 1845.

Dr. E. H. McCabe was born in Adams County, Pa., in 1801; received his collegiate education at Georgetown College, and graduated in medicine at the University of Maryland in 1822. He came to Missouri in the following year, and practiced medicine for two years at Fredericktown, and then at Kaskaskia, Ill., for seven years. From the year 1833 to 1849 he was engaged in practice in St. Louis, being associated in business with Dr. Lewis F. Lane, and afterwards with Dr. Hardage Lane. He was highly esteemed as a physician and as a Christian gentleman. In 1849 his health became so seriously affected as to necessitate his withdrawal from active professional service. He died June 4, 1855, having suffered for five years from epithelioma of the face.

Dr. William Beaumont, whose name is known all over the world in connection with the observations made upon the subject of gastric digestion in the case of Alexis St. Martin, the Canadian boatman, was for many years a resident of St. Louis, where he died April 25, 1853, after a painful illness of a few weeks' duration. At the time of his death Dr. Beaumont was in the sixty-eighth year of his age, having been born in Lebanon, Conn., in the year 1785. In 1812, after studying medicine at St. Albans, Vt., for two years, he joined the Sixth Infantry, with the appointment of assistant surgeon. For more than twenty years he was a member of the medical staff of the regular army, being stationed at various points on the Northern frontier. He served through the war of 1812 with distinction, being present, among other occasions of interest, at the capture of Fort George in May, 1813. In 1830 he was stationed at Jefferson Barracks, and afterwards in the arsenal at St. Louis. Two or three years later he resigned from the army and took up his residence in St. Louis. For many years he was considered by all odds the most promi-

nent surgeon in the city, and enjoyed a large and profitable practice. He was not only popular among the people, but had an excellent reputation in the profession.

That which has made his name best known to the profession, however, is the publication of his papers on the "Physiology of Digestion and Experiments on the Gastric Juice" (published in Boston in 1834). While stationed upon the northern frontier he was so fortunate as to be called to attend a Canadian boatman named Alexis St. Martin, who had received a gunshot-wound in the abdomen that healed up in such a manner as to leave a fistulous opening. By means of this accidental fistula Dr. Beaumont was enabled to make a series of observations upon the nature of the gastric juice, and to solve many problems with reference to the subject of digestion which had previously been unknown.

Dr. George Engelmann was born at Frankfort-on-the-Main, Feb. 2, 1809, was educated at Frankfort, Berlin, Heidelberg, and Würzburg, removed to the United States in 1832, and settled in St. Louis in 1835, where he has practiced medicine ever since. He was president of the St. Louis Medical Society in 1852. In 1836 he was one of the founders of the Western Academy of Natural Sciences, which held regular sessions for several years. The St. Louis Academy of Science was organized in March, 1856, and continues a valuable organization to the present time. Of this society Dr. Engelmann was for many years the president, and has contributed much to the value and interest of its sessions and its publications.

For many years he carried on a very large and laborious practice, and was recognized as one of the leading practitioners in the city. He had a large midwifery practice, and was the first one in St. Louis to use the forceps in difficult cases, in which he was at first bitterly opposed by other practitioners.

In addition to the conduct of an arduous practice, he has made original investigations which have given him a world-wide fame as a botanist. He made meteorology an especial study, principally as connected with the sanitary status, and has kept a record of meteorological observations now for over forty-seven years. Dr. Engelmann has practiced medicine in St. Louis longer than any other physician now living. At the age of seventy-four he is still occupied with study and work which many a younger man would consider onerous, and manifests an enthusiastic interest in professional and scientific affairs which would put to shame the indifference of those who have far less right to rest upon their laurels than he has.



Thos. Van Studdiford M.D.

Dr. John Laughton was born in Sullivan County, N. H., in 1804. He attended two courses of lectures in the medical school of Woodstock, Vt., and one at the Berkshire Medical Institute, at Pittsfield, where he graduated Dec. 11, 1833. He then practiced medicine in Arlington, Vt., for six years, removing to St. Louis in the autumn of 1839. He built up a large business here, but of late failing strength and impaired health, with advancing years, have withdrawn him from active service in the profession. He was one of the incorporators of the St. Louis Medical College at the time when it separated from the St. Louis University, and has been one of the board of trustees constantly to the present time.

Dr. Alexander Marshall was born eight miles from Edinburgh, Scotland, in 1810, of Scotch-Irish parentage. His father dying when the boy was eight years of age, he went with his mother to Ireland, where he received his preliminary education. He pursued his medical education in Edinburgh, in the college of which the celebrated Professor Simpson filled the chair of surgery. In 1838 or 1839, Dr. Marshall came to the United States, and in selecting a location he made a tour of the principal Southern cities, spending two or three months in New Orleans, whence he came to St. Louis in the year 1840. He immediately commenced the practice of his profession. With reference to this portion of his life, he once stated to an intimate friend that when he came to St. Louis he had but six hundred dollars in his pocket, which he expected would last him about six months, but instead of consuming that amount his practice was such that he added six hundred dollars to his finances in that time. He continued to prosper in his profession, and by good management and economy accumulated an estate valued at three hundred thousand dollars. A year previous to his death he married a lady from Mississippi, who survives him. He died Oct. 21, 1875.

Dr. Henry Van Studdiford¹ was born on the 2d of April, 1816, in Parcippeny, Morris Co., N. J. It was intended by those to whose charge he had been committed (having been left an orphan at the age of eight years) to prepare and educate him for the ministry. This idea, however, was soon discarded as the character of their young relative and ward began to develop. While not lacking in that deep reverence for everything connected with religion which is so characteristic of the school in which he was reared, his family being devout Presbyterians, he was gifted with superabundant energy and activity of body and

mind, and longed for a more exciting and combative sphere of life than that which generally falls to the lot of a clergyman. It was finally decided that he should become a physician, and having finished his academic course he entered the University of Pennsylvania, and in due time graduated at that institution. After practicing his profession for some time in the town of Madison, N. J., he determined to seek a more extended and a more promising field, and in accordance with this resolution removed to St. Louis, then a place of thirteen thousand or fourteen thousand inhabitants, where he arrived in 1839. He at once commenced the practice of his profession, and soon secured a leading place among the physicians of that period. Gifted with a suave and courteous manner, together with a splendid physique, he speedily won the confidence of his patients, which his skill as a physician developed into implicit trust.

About this time he met and married Margaret Thomas, the second daughter of Col. Martin Thomas, founder and first commandant, it is said, of the United States arsenal, a gentleman who, aside from his military standing, held the highest social position among the residents of old St. Louis, and possessed rare qualities of head and heart. The young physician, though a comparative stranger, mingled in that society, and encountered with success the by no means undistinguished *coterie* of professional men and officers. At this early period he had, aside from his professional attainments, given evidence of rare business qualifications. His superior foresight and judgment, together with an abiding faith which he seems ever to have cherished in the ultimate growth and prosperity of St. Louis, caused him to invest extensively in real estate, the natural and rapid increase in the value of which, together with the proceeds of a large and lucrative practice, have yielded him an ample fortune. Thus situated he has of late years withdrawn from the more laborious part of his practice, but still retains a large office business and occasionally responds to the calls of old and cherished friends. Though thus partially retired he has by no means lost his skill or his interest in his profession, and frequent demands are made by his professional brethren for his advice in consultations, on which occasions his deep penetration, keen analytical powers of mind, and ripe experience enable him to be of invaluable service in obtaining a correct diagnosis of disease.

His retentive memory and wonderfully clear judgment, aided by a long and varied practice and great prognostic skill and knowledge in the treatment of patients, fully account for his extended popularity and success. Gifted with a commanding presence

¹ Contributed by F. H. Burgess.

which would distinguish him in any assembly, his manners in ordinary intercourse would be considered rather reserved than otherwise; but among his more intimate friends this easily gives place to a more genial bearing, which discloses a mind well stored with professional and philosophical information, and a conversation full of anecdote and reminiscence, made peculiarly interesting by his long and varied intercourse with distinguished men. Strong in his likes and dislikes, as men of his type generally are, he seems to have adopted the advice of Polonius in forming his friendships, and prefers, rather than dull his palm with entertainment with each new-hatched, unfledged comrade, to grapple to his soul with hooks of steel those friends whom he has tried, gathering about him a *coterie* of strong and faithful companions, who, from many a quiet and unheralded act of kindness and generosity, have learned how to estimate his sterling personal virtues.

After a long, interesting, and active practice, Dr. Van Studdiford is still in the enjoyment of unbroken health and physical vigor, and of mental faculties that give no sign of impairment, the result of a careful observance of that moderation, temperance, and cheerfulness which his profession inculcates as the most effective agency of the prevention and cure of disease. Indeed, he might still be responding to the calls of an active and varied general practice but for the demands of a large office and consulting business, and a desire to enjoy the society of family and friends and the pleasures of study and research.

In looking over the biographical sketches of a considerable number of the eminent living and dead practitioners of medicine in St. Louis, one will be struck with the large number of those who came to St. Louis in the course of a few years, from 1840 to 1845. Among them were Drs. McDowell, McPheeters, C. W. Stevens, S. G. Moses, J. B. Johnson, George Johnson, John S. Moore, M. M. Pallen, Linton, and Wislizenus, all of whom have left the impress of their minds and character upon the profession by their work as teachers or as men of science.

Dr. Joseph Nash McDowell, one of the best-known physicians and surgeons who have ever practiced in St. Louis, was born in 1805, and came to St. Louis in the spring of 1840 from Cincinnati, where he had been associated in the Cincinnati Medical College with Drs. Drake, Gross, and other distinguished men. On coming here he immediately set to work to organize a medical college.¹ He was a fluent and eloquent

speaker, and was possessed of great wit. His voice and manner were like those of John Randolph, of Virginia. He was a natural orator, and possessed a remarkable power of adapting himself to his audience, so that he could entertain any company or society into which he might be thrown. He had an inexhaustible fund of anecdotes. It is said of him that he had a story for every bone, muscle, nerve, and vessel in the whole body, and that he used to enliven his lectures and stimulate the memory of the students by relating these stories, and so fixing the anatomical facts in their minds.

He was proverbially careless and improvident in pecuniary matters, kind and charitable to the poor, but ready to take advantage whenever opportunity afforded of those who had abundant means. He was very eccentric in some particulars. In the early years of his residence here he delivered a number of lectures against Jesuitism, his ire being aroused against the order, perhaps, by reason of the fact that the Jesuit fathers of St. Louis University had allowed a rival medical school to be organized under the charter of their college. These lectures created some excitement in the community, and Dr. McDowell was so impressed with the belief that his life was in danger that he made and wore a brass breast-plate, and always carried arms. The medical college building was so constructed as to be a formidable fortress, and his residence on the opposite corner was also planned so as to be capable of resisting an assault. He formed a plan to go across the plains and capture Upper California. For this purpose he purchased from the United States government fourteen hundred discarded muskets for two dollars and fifty cents each, which he stored in his house and in the basement of the college building. He also got together quantities of old brass and melted them up, and even took down the large bell of the college and had six cannon cast. All these arms were given by Dr. McDowell to the Southern Confederacy at the outbreak of the late war. It is said that several hundred young men, most of them graduates from the college, had promised to accompany Dr. McDowell on the proposed expedition to the Pacific coast.

Among other strange fancies which he had were those with reference to the disposal of the remains of deceased friends. Dr. Charles W. Stevens relates that within a day or two after he first came to the city as a medical student he attended the burial of one of Dr. McDowell's little children. The coffin was lined with metal, and after the body of the child had been placed in it, was filled with alcohol and sealed tight. The grave was in Mr. Dillon's orchard. One year

¹ See history of the Missouri Medical College, farther on in this chapter.

afterward Dr. McDowell had the coffin exhumed, and removed the body of the child to a copper vase of suitable dimensions and shaped just like a diploma-case. This again was filled with alcohol and hermetically sealed. Two or three children died and were thus disposed of. No religious ceremony of any sort was held. The copper vases were taken at night, and a procession being formed by the students and other immediate friends of the doctor, each one carrying a light, were quietly deposited in a vault in the rear of the premises where he resided.

Once when on a hunting excursion he was much struck with a beautiful knoll at the commencement of the high ground just east of Cahokia. He purchased it, constructed a vault there, and when his wife died he placed her remains in a vault which he had had built there, where they remained until after his own death, when their son had them removed to Bellefontaine. At another time he purchased a cave near Hannibal and had masonry constructed with an iron gate at the entrance. He took a copper vase containing the body of one of his little children preserved in alcohol to this cave, and had it suspended from the roof of the cave by means of hooks. The gate at the entrance was broken down and the vase broken open by a company of roughs not long after, and the doctor gave up the idea of having it used as a place of deposit for the dead.

However, this method of disposal of the dead seems to have taken a firm hold upon his mind, for some time after, when he was quite sick and believed himself to be at the point of death, he called to his bedside his son, Drake McDowell, and his intimate friend and associate in practice, Dr. C. W. Stevens, and made them swear that in case of his death they would have his body placed in a copper vase with alcohol, and that they would then take it to the Mammoth Cave of Kentucky, and have it suspended from the roof of that cave, asserting that he had already made arrangements with the proprietor to allow it to be done.

In erecting the stone octagon building that served so many years for the purposes of the college he caused a foundation to be laid in the centre for a large column which was to extend up to the peak of the roof, and in which niches were to be prepared for the reception of copper vases containing the bodies of himself and members of his family.

It is said that the plan of the octagon building was suggested to him by the form of a very handsome stove which stood in the amphitheatre of the former college building, and which the doctor greatly admired. It was his intention to carry the structure up

eight stories high, and surround the top with ramparts, making it a regular fortress; and the foundation walls were laid six feet thick with this in view. Lack of means alone prevented him from carrying out the plan.

When the war broke out in 1861, Dr. McDowell was very pronounced in the stand which he took in favor of the cause of the South, and, as already mentioned, he turned over to the authorities of the Southern Confederacy the arms which he had purchased and had had manufactured several years previously.

As the result of this his college building was confiscated by the United States authorities, and was used for some years as a military prison. Dr. McDowell himself went South and served as surgeon and medical director at different points during the war, after which he returned to the city, reorganized the faculty of the college, and practiced medicine until the year 1868, when he died. His remains are interred in Bellefontaine Cemetery.

Dr. John S. Moore was born in Orange County, N. C., in 1807. He was educated at Cumberland College, Princeton, Ky., graduating in 1826. He attended one course of lectures at Miami University, in Ohio. He then practiced for five years at Mount Vernon and Carlisle, Ill., having married Miss Morrison, of Princeton, Ky., daughter of one of the professors in the college. He started for Philadelphia to complete his medical education and secure a diploma, but meeting Dr. McDowell in Cincinnati, he was persuaded by him to enter the first class of the Cincinnati Medical College, at which he graduated in the spring of 1832. He then practiced in Pulaski, Tenn. He removed to St. Louis in September, 1840, and took part in organizing the Medical Department of Kemper College, with which institution, under its various changes of name, he has been identified to the present time.

In accordance with the usual custom in those days, the various professors gave public lectures as introductory to their several courses. It fell to Dr. Moore, as the youngest member of the faculty, thus to give the first medical lecture delivered west of the Mississippi River.

He was dean of the college faculty and president of the board of trustees for a number of years. In 1869 he was elected vice-president of the American Medical Association. From 1849 to 1860, and during the war, he had a very large practice, but of late years has withdrawn from active business.

Dr. William M. McPheeters, who for more than forty years has been one of the leading medical prac-

tioners of St. Louis, was born in Raleigh, N. C., Dec. 3, 1815, and was the second son of the Rev. William McPheeters, D.D., a Presbyterian clergyman of great prominence and ability. William M. McPheeters was educated at the University of North Carolina, and subsequently studied medicine under Professor Hugh L. Hodge, of Philadelphia. In 1840 he graduated from the Medical Department of the University of Pennsylvania, after which he served for one year as resident physician at the Blockley Hospital, Philadelphia. Upon relinquishing this position in the fall of 1841, he removed to St. Louis, where he arrived October 15th of the same year.

In company with Drs. Charles A. Pope, S. G. Moses, J. B. Johnson, George Johnson, and J. I. Clark, Dr. McPheeters assisted in establishing the first public dispensary west of the Mississippi-River. These gentlemen also inaugurated many important reforms, and brought to the practice of their chosen profession a devotion and skill which marked a new era in the medical history of St. Louis.

The high esteem in which Dr. McPheeters was held by those most competent to judge of his professional abilities is seen in the fact that he was early chosen Professor of Clinical Medicine and Pathological Anatomy, and afterwards of *Materia Medica* and Therapeutics, in the St. Louis Medical College, in which positions he served faithfully for fourteen years, and until he left home to join the Confederate army. He also occupied the same chair after the war in the Missouri Medical College, from 1866 to 1874, when he retired from the professorship to accept the position of medical director of the St. Louis Mutual Life Insurance Company.

From 1856 to 1861 he was surgeon of the United States Marine Hospital at St. Louis, and for a number of years was physician in charge of the medical wards of the St. Louis Hospital of the Sisters of Charity.

For eighteen years (from 1843 to 1861) he edited with great ability and success the *St. Louis Medical and Surgical Journal*, in which appeared numerous able articles from his incisive pen, among them being a history of the cholera epidemic in St. Louis in 1849, which attracted wide attention, and proved a valuable contribution to medical science. He is a member of the Obstetrical and Gynecological Society of St. Louis, of the St. Louis Medical Society, and of the Medical Association of the State of Missouri. Of the two latter societies he has been president.

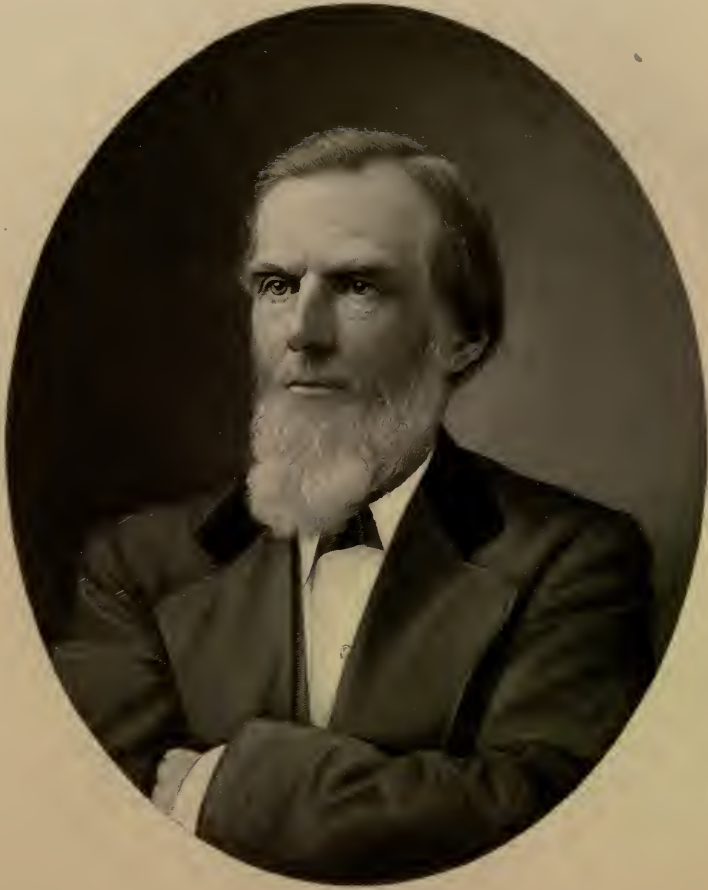
In 1872, at the annual meeting of the American Medical Association, held in Philadelphia, he was elected vice-president of that body. He is a member

also of the St. Louis Medico-Chirurgical Society, and has been elected an honorary member of the State Medical Associations of North Carolina and Arkansas.

During the late war Dr. McPheeters' sympathies were with the Southern Confederacy, and for three years he served as surgeon in the Confederate army, filling many important positions, among them that of medical director on Maj.-Gen. Sterling Price's staff. At the close of the war he returned to St. Louis, and resumed the practice of his profession. He has been twice married, the first time to Miss Martha Selden, of Virginia, who died about a year after her marriage; the second time to Miss Sallie Buchanan, of St. Louis, who is the mother of six children, and who for more than a third of a century has made his home one of great peace and comfort.

Dr. McPheeters is a man of such decided Christian character that a failure to refer to that fact would render this outline of his life conspicuously incomplete. For many years he has been a ruling elder in the Pine Street (now the Grand Avenue) Presbyterian Church, in which position he has served with marked fidelity. He was the first president of the St. Louis branch of the Western Society for the Suppression of Vice. Dr. McPheeters' learning and skill have won for him a wide reputation and the confidence of the entire medical profession wherever he is known, while his unswerving devotion to the duties of religion has endeared him to thousands who have received at his hands not only remedies for the ills that flesh is heir to, but also spiritual advice and consolation.

Dr. Adolph Wislizenus is a man of note among the physicians in St. Louis, having made for himself a name that is known all through the world of science by reason of his original observations and the careful researches which he has made. He was born in Rudolstadt in 1810. He came to St. Louis in 1840, and was associated in practice for five years with Dr. George Engelmann. He then made a tour through the southwestern part of this country, and into Mexico, making a thorough exploration of the regions through which he traveled, taking the altitudes of different points, examining the flora, the geological features, and making other observations which enabled him on his return to prepare a report of such value that it was published by the Senate of the United States in 1846-47. So far as the territory of the United States is concerned, this exploration has been virtually superseded by the more exhaustive researches of the government surveys; but Dr. Wislizenus' report is still the most complete and reliable with reference to the part of Mexico which he traversed. His original plan was to explore the territory of



W. M. M. Pheters

Arizona and California, but he was taken prisoner at Chihuahua, and after being released he joined the United States army. On his return he spent some time in Washington, and then came back to St. Louis, where he has lived ever since, devoting his time, in the intervals of leisure from the arduous duties of a general practice, to scientific pursuits, being specially interested in botany and meteorology.

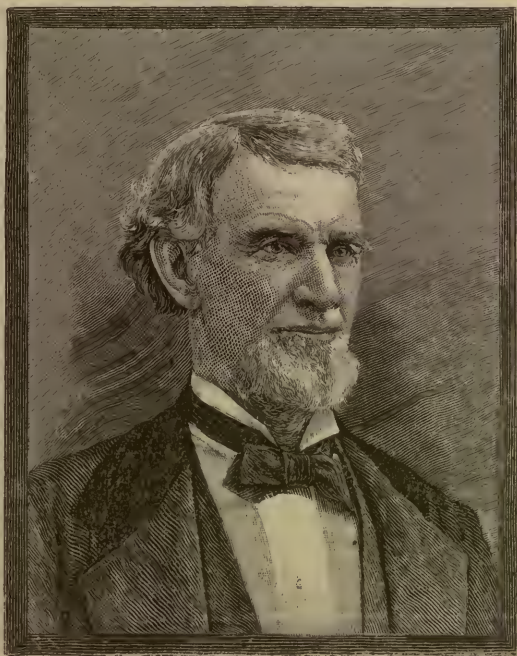
Dr. Charles W. Stevens was born June 16, 1817, in Pompey, Onondaga Co., N. Y. He was educated as a civil engineer and surveyor, but having come West, and finding little encouragement for success in that vocation, he commenced the study of medicine with Dr. Rogers, of Rushville, Ill. He graduated in 1842, at the Medical Department of Kemper College (now the Missouri Medical College), and located for practice in St. Louis. In 1844 he was elected Demonstrator of Anatomy in the Kemper College, which position he held for five years, when he took the same position in the St. Louis Medical College. In 1855 he was elected to the chair of general, special, and surgical anatomy in the St. Louis Medical College. About this time he went to Europe, and spent several months in professional study. After thirteen years' service he resigned the professorship in order to take the position of super-

intendent and physician to the St. Louis County Insane Asylum. This position he left in 1872, and has since then been engaged in practice in St. Louis, giving attention specially to the treatment of diseases of the nervous system. In 1861 he was appointed coroner of St. Louis County, to fill a vacancy caused by the resignation of Dr. Boislinière. He saw several months of military service during the war. In 1879 he was elected president of the St. Louis Medical Society.

Dr. Charles Alexander Pope, one of St. Louis' most distinguished surgeons, was born in the beautiful town of Huntsville, Ala., March 15, 1818. His

father, Benjamin S. Pope, a man of rare literary culture himself, was careful that his son should have the advantages of a complete education. After thorough academic instruction in his native town, he entered the University of Alabama, at which institution he graduated at a very early age. Soon thereafter he entered upon the study of medicine with the same zeal and industry which ever characterized his whole professional career. Attracted by the well-deserved reputation of Dr. Daniel Drake, then at the height of his popularity as a teacher and lecturer, he attended his first course of medical lectures in the Cincinnati Medical College.

From Cincinnati he went to Philadelphia, and entered the University of Pennsylvania, from which institution he received the degree of M.D. in the spring of 1839, when just twenty-one years of age. The French school of medicine being at that time the most celebrated in Europe, Dr. Pope immediately after graduation went to Paris, where for two years he devoted himself with untiring industry to the special study of surgery, for which department of medicine he had a strong natural inclination, and for which he possessed superior qualifications. After his residence in Paris he also visited the great Continental schools, as well as those of Great Britain and Ireland. On returning from Europe he came to



Ch. W. Stevens, M.D.

St. Louis, then the most attractive point in the Great West, where in January, 1842, he commenced his professional career. From the first he devoted himself with industry to the study and practice of surgery, and it was not long before his thorough medical training, studious habits, urbane manner, and high moral qualities brought him permanently before the public as a man of mark in his profession. His career was one of uninterrupted progress. Having already acquired reputation as a judicious, skillful, and successful operator, he was in 1843 chosen Professor of Anatomy in the St. Louis Medical College, then the Medical Department of the St. Louis University. His knowledge of

anatomy was minute and accurate, and his success as a teacher undisputed. In 1847, in accordance with his cherished desire, he was transferred from the chair of anatomy to that of surgery, which chair he continued to occupy and adorn for many years. In 1846 he was married to Miss Caroline, only daughter of Col. John O'Fallon, who as a tribute to the merit of his distinguished son-in-law erected out of his own ample means the large and handsome building known as the St. Louis Medical College; so that Dr. Pope was not only a distinguished professor in, but also a real benefactor to, this still flourishing medical institution.

In 1854 he had the high honor conferred upon him of being elected president of the American Medical Association, and the year following he presided at the meeting held in Philadelphia with dignity and acceptance. This gave him a national reputation, which he well sustained by his achievements in surgery, being constantly called on to perform all the more important and difficult operations, which he always did with eminent skill and success. He continued in the diligent pursuit of his profession until 1865, when, reluctantly yielding to the solicitations of his family, he resigned his professorship and gave up his large and lucrative practice with the view of spending a few years in European travel.

In 1870 he returned to St. Louis on a visit, when such a reception was given him as is rarely accorded to any one. The whole city, as it were, rose up to do him honor, and his entire visit was one continued ovation. He returned, however, to Paris to join his family, but scarce had tidings of his arrival been received before the whole city was startled by the announcement of his sudden and unexpected death, which occurred in the city of Paris, July 5, 1870, in the fifty-second year of his age.

Dr. Pope was an accomplished and high-toned gentleman and physician. He was not impelled as some men are by strong passions, but the elements were so combined in him as to form a character at once symmetrical and admirable, a character in which urbanity, suavity, candor, and high moral qualities constituted the Corinthian column.

Dr. Moses M. Pallen died in St. Louis, Sept. 25, 1876, at the age of sixty-six. He took his literary degree at the University of Virginia and his medical degree at the University of Maryland, at Baltimore. He practiced medicine for seven years at Vicksburg, Miss., and in 1842 came to St. Louis, where he had a remarkably successful career as a practitioner and teacher of medicine. He held the position of Professor of Obstetrics in the St. Louis Medical College

for over twenty years, resigning about three years before his death on account of failing health. During the Mexican war he held the position of contracting surgeon at the St. Louis arsenal. He also performed the duties of health officer during Mayor Pratte's administration, and held that position during the prevalence of the cholera epidemic of 1849. He was one of the founders and earliest presidents of the St. Louis Academy of Science, and he was also president for several years of the St. Louis Medical Society.

Dr. Pallen was a terse and ready writer, and frequently contributed articles to the medical journals and newspapers on subjects of scientific and popular interest. He left four sons and two daughters. Of the former, Dr. M. A. Pallen, of New York, is well known in the profession on both sides of the Atlantic.

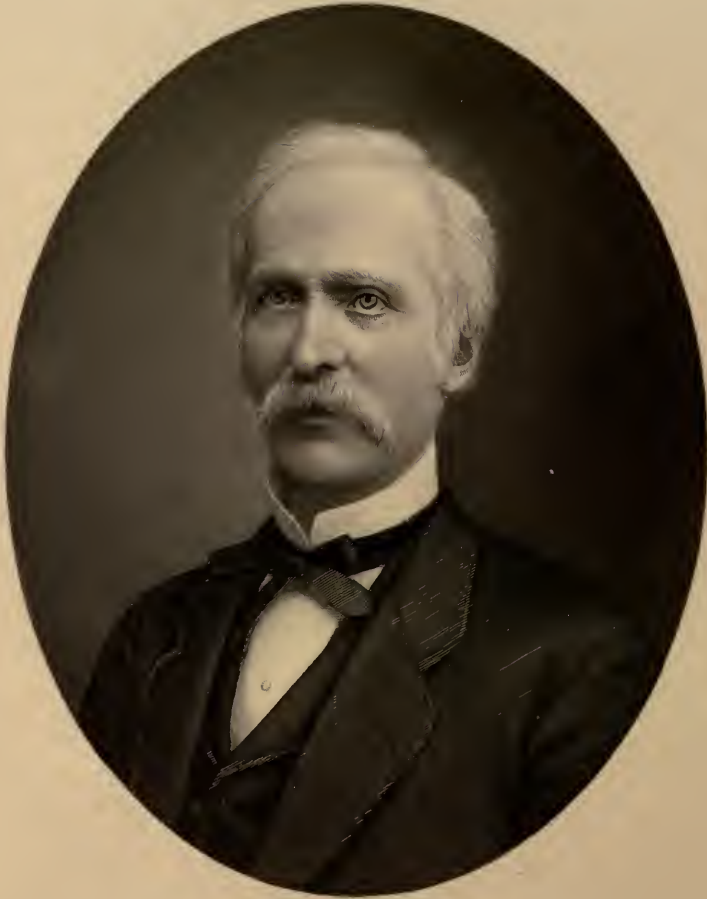
Dr. M. L. Linton was a native of Kentucky, where he studied his profession, but finished his preparatory course in Paris and Edinburgh. Having practiced with success in his native State, he came to St. Louis in 1843, and was elected to a professorship in the Medical Department of St. Louis University, which position he retained under its re-establishment as the St. Louis Medical College until the day of his death. In his distinguished career as a teacher he was associated both in friendship and fame with Dr. Pope, whose untimely decease he greatly mourned, their intimacy commencing when students together in Paris, and continuing warm and unbroken until severed by death.

Dr. Linton did not confine himself exclusively to matters pertaining to medical science, occasionally taking active part in the political movements of the day. He was a conspicuous member of the Missouri State Convention in 1861-62, which formed a provisional government for the State, with Hamilton R. Gamble as Governor, and he was also a member of the convention of 1865. As a teacher, he stood with the ablest and best. He was also a philosopher and a poet. Dr. Linton was an invalid for forty years; his body moved slowly, and frequently required a long rest; his mind was restless, resistless, quick, brilliant, and vigorous; his wit was sharp and his repartee unrivaled. His limited early advantages were only known to the associates of his youth. He had by the force of intellect and untiring mental industry become a polished scholar, learned in the ancient and modern languages. He died in June, 1872, in the sixty-fifth year of his age.

Dr. George Johnson was born in Georgetown, D. C., Sept. 12, 1817, and in his seventeenth year came to seek his fortune in St. Louis, which was then just beginning to attract attention as a prominent business



Cha. A. Pope



S. Gratz Moses

centre. Shortly afterwards he commenced the study of medicine with Dr. Beaumont, and after graduating at the University of Pennsylvania in 1841, became and for many years remained his partner. During the time he was pursuing his studies he received the appointment of assistant paymaster of the United States army at the arsenal in St. Louis, the emoluments of which office greatly facilitated his medical education. In 1846 he was appointed surgeon to the St. Louis Legion, under command of Col. A. R. Easton, and participated in the stirring scenes of the Mexican war. After his return from the war he was appointed surgeon to the United States Marine Hospital at St. Louis, but owing to ill health he resigned in 1853 and went to Texas to recuperate. Repeatedly he was obliged to leave the city on account of ill health, only to return at the earliest possible moment, for he could not endure being long separated from the many friends residing here, whom he loved and who were devotedly attached to him. Dr. Johnson was, in the highest sense of the term, a true man, brave and chivalrous in his bearing, and one upon whose hearty co-operation in every humane and philanthropic enterprise people could always rely. Although a man of delicate frame, and frequently a great sufferer from disease, he pursued his profession with a zeal and self-sacrificing devotion which greatly endeared him to his patients. He was the very soul of professional honor. No one had a more profound or outspoken contempt for the tricks of the charlatan, nor did any one ever more truly exemplify the character of the high-toned physician. He died in April, 1873.

Dr. Alfred Heacock is now the oldest medical practitioner in St. Louis, having graduated in medicine at the University of Pennsylvania in 1825, and having been engaged in the practice of his profession ever since, a period now of almost fifty-eight years. He was born in Norristown, Pa., May 18, 1804. After his graduation he located in Ohio, where he lived for seven years. He then moved to Terre Haute, Ind., where he practiced for eleven years, after which he removed to St. Louis, and has been here ever since. He chose a location in what was then the extreme northern part of the city, not far from the upper ferry landing, and he was not infrequently called out to cross the river and visit patients in the Illinois bottom lands and as far over as Collinsville. In 1829 Dr. Heacock received an *ad eundem* degree from Jefferson Medical College, and in 1847 the same honor from the Missouri Medical College. In 1853 he was elected to the Board of Aldermen, and was appointed a member of the Board of Health.

At the first meeting of the St. Louis Medical Society in 1883, Dr. Heacock was unanimously elected a member of that society without payment of dues for the remainder of his life.

Dr. S. Gratz¹ Moses was born in Philadelphia, Oct. 6, 1813. His ancestors, who were merchants noted for their strict integrity, came to this country in the last century, and settled in Pennsylvania. His father was a Philadelphia merchant, a gentleman of means, who gave his son a liberal education. In accordance with his enlightened views, Dr. Moses received his preliminary education at the school in Philadelphia of the late John Sanderson, an accomplished scholar and competent instructor. He then entered the Classical Department of the University of Pennsylvania as a sophomore, and graduated at that institution in 1832.

Dr. Moses commenced the study of medicine in the fall of 1832, under the direction of Isaac Hays, M.D., of Philadelphia, editor of the *American Journal of Medical Science*, and graduated in 1835 at the Medical Department of the University of Pennsylvania.

During the same year he began the practice of medicine at Bordentown, N. J., where he remained until 1839, in which year, owing to the kind recommendation of the well-known Professor Nathaniel Chapman, of the university, he went to Europe as the private physician of Joseph Bonaparte, eldest brother of the great Napoleon, and ex-king of Spain, who for many years had been a resident of Bordentown. His connection with Bonaparte brought Dr. Moses into contact with the most distinguished men in France, especially the famous members of his own profession, and from the adherents of the empire, particularly from the Murat family, he received many attentions.

Dr. Moses returned to Philadelphia in 1840, and in the fall of 1841 removed to St. Louis, where he still resides, having been engaged, with but one interruption, in the practice of medicine ever since.

In 1842, with the assistance of Drs. J. B. Johnson, William McPheeters, Charles A. Pope, J. I. Clark, George Johnson, and others, Dr. Moses was active in the establishment of the first organized dispensary in St. Louis, and became its president, continuing as such throughout its existence. This praiseworthy enterprise was the suggestion of Mrs. Vital M. Gareschè, a lady noted for her charities, and was sustained by contributions from the churches and by private subscriptions, notably from the Mulanphy family. The Rev. Dr. Eliot proffered the

¹ Contributed by F. H. Burgess.

basement of the Unitarian Church (then at the corner of Fourth and Pine Streets) for the dispensary, and the institution was managed by the above-mentioned physicians, who gave their services gratuitously for seven years, when the city established a dispensary of its own.

Dr. Moses was city health officer when the Hon. Luther M. Kennett was mayor, and assisted in organizing the sewer system and other important sanitary measures. He was also connected with the Medical Department of Kemper College in 1842 as lecturer on obstetrics and diseases of women, assisting Dr. William Carr Lane (who held that chair in the institution), and was afterwards chosen professor of the same branch of studies in Missouri Medical College. He resigned this position in 1853. During the civil war, being known to have Southern sympathies, and both of his sons being in the Confederate army, he was arrested at his office, by order of the United States provost-marshal, and, after a few days spent in the military prison, was, in company with other well-known citizens, sent under guard into the lines of the Confederacy. He at once volunteered his services, and assisted in caring for the sick in hospitals at Savannah, Ga. After the close of the war he returned to his home, and at once resumed his occupation.

Dr. Moses was one of the founders of the St. Louis Obstetrical and Gynecological Society, and was twice its president. He also assisted in establishing the Medico-Chirurgical Society, and continues to take an active interest in the affairs and debates of these associations. He is also a member of the St. Louis Medical Society.

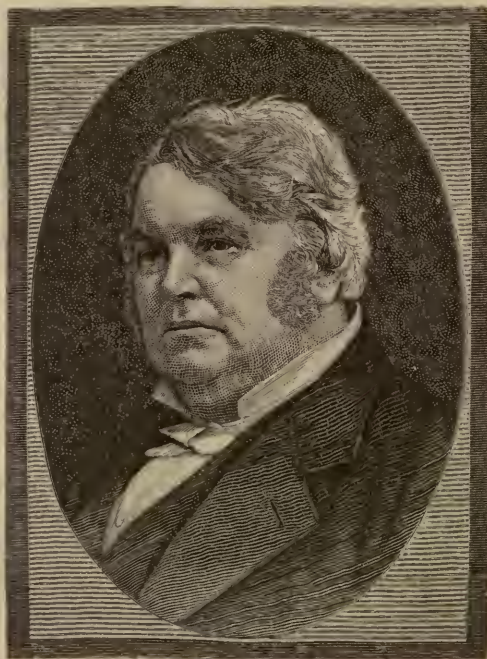
In 1835, Dr. Moses married Miss Mary Porter Ashe, of Wilmington, N. C., a daughter of Col. Samuel P. Ashe, a planter and Revolutionary soldier, who was taken prisoner at the siege of Charleston by the British. Col. Ashe was a gentleman of high standing and fine culture. By this marriage there were two sons and two daughters. The eldest son,

Dr. Gratz A. Moses, is associated with his father in the practice of his profession; the younger, John A., is a merchant in Silver City, N. M.

In 1855, Dr. Moses married Mrs. Marie Atehison (widow), *née* Papin, a native of St. Louis, and a descendant of old French settlers. There have been no children by this marriage.

After forty-seven years of active practice of his profession, Dr. Moses is still in vigorous health, and engages daily in the performance of his arduous duties.

Dr. John B. Johnson was born at Fair Haven, Mass., in 1817. He prepared for Harvard College, but his mother's ill health interfered with his plans, and he did not complete his college course. He attended his first course of lectures at the Berkshire Medical College in Pittsfield, but not having the facilities for studying practical anatomy there which he desired, he went to Cambridge and entered the Harvard Medical School, and attended two courses of lectures. He then entered the competitive examination for a position as house surgeon to the Massachusetts General Hospital, in which he was successful, and held that position for a year, while the corresponding position of house physician was held by H. J. Bigelow. Being detained by the illness of a brother from attending the examination pre-



John B. Johnson M.D.

liminary to graduation at Harvard, he passed the examination at Pittsfield, and received his diploma from Berkshire College in 1840. Afterwards he received an *ad eundem* degree from Harvard. He came to St. Louis in the spring of 1841, and, as previously stated, was associated with five other young physicians in establishing the first dispensary organized in the city. He ascribes much of his success in the early years of his practice here to the kindly interest taken in him by Theron Barnum, who was then the proprietor of the City Hotel, the principal hotel at that time. Dr. Johnson has for many years filled the chair of theory and practice of medicine in the St. Louis Medical

College, and has had a very large and lucrative practice among the leading families of the city. He has repeatedly been a delegate to the American Medical Association, and was a constant member of the State Medical Association, of which society he was the president in 1852. Dr. Johnson's wife is a daughter of the late James H. Lucas, and a lady of rare accomplishments and graces of mind and character.

Dr. Thomas Barbour was a son of Philip C. Barbour, of Virginia, one of the judges of the Supreme Court of the United States. He was educated scholastically at the University of Virginia, and professionally at the University of Pennsylvania, in Philadelphia. He received the degree of Doctor of Medicine in 1830, and soon after settled for practice in Columbia, Tenn., where he became distinguished as a practitioner and as a man of science. He was elected Professor of Chemistry in Lagrange College, Alabama; in 1842, Professor of *Materia Medica* in the Medical Department of Kemper College; in 1843, to the chair of obstetrics and diseases of women and children, and finally, in 1846, when the medical professors of Kemper College were transferred to the University of Missouri, he was elected to the same chair, which he continued to occupy with distinguished abilities until the time of his death, which occurred in June, 1849.

At a meeting of the medical faculty of the University of the State of Missouri, held on the evening of June 23, 1849, the following preamble and resolutions were unanimously adopted:

"THAT WHEREAS, It has pleased an all-wise Providence to remove by death from our faculty and from his active and distinguished career of usefulness Doctor Thomas Barbour, Professor of Obstetrics and Diseases of Women and Children in this institution; therefore,

"*Be it resolved*, That, as co-professors and friends of the humble dead, it gives us some consolation thus publicly to testify to his pure character, his high professional attainments, and his distinguished ability as a teacher, and that we mourn sincerely the afflicting dispensation which has deprived our institution of his talents and services, and the community of his usefulness.

"*Resolved*, That we desire to be permitted to mingle our sorrows with those of his bereft wife and family for the irreparable loss they have sustained in the death of one so highly and so justly esteemed; and that Professor Barret, as the organ of our faculty, address a letter of condolence to Mrs. Barbour, and request of her the loan of the portrait of her lamented husband that a copy may be taken and placed in the medical hall of the university.

"*Resolved*, That the foregoing preamble and resolutions be published in the city papers, and that a copy thereof be sent to the widow and mother of the deceased.

"JOHN S. MOORE, M.D.,

"*Dean Medical Faculty of the University of the State of Missouri.*"

Dr. Barbour was a man of high professional attainments, and especially skillful in the treatment of diseases of women and children.

Dr. Simon Pollak was born in Prague, Bohemia, April 14, 1816, and received his medical education in the universities of Prague and Vienna, graduating at the latter place in 1836. He then spent some months in visiting the hospitals of various European cities, after which he came to the United States and located in Nashville, Tenn., where he resided some years. He came to St. Louis in 1845, March 14th. About that time Dr. Clark resigned his position in the dispensary, and Dr. Pollak was appointed to that position.¹ This opened the way for him to a vast amount of unremunerative professional labor, and it was not until August 1st that he received any compensation for services rendered. His first professional fee was ten dollars, for attending a case of obstetrics. After that time he went on prosperously, and has been a very successful practitioner. In 1852 he secured the means through personal solicitation from the charitably-inclined citizens of St. Louis to establish the Missouri Institution for the Education of the Blind, which was supported for five years by such voluntary contributions, and then became a State institution. Dr. Pollak has been the attending physician to this institution ever since its establishment.

Having visited Europe in 1860, where he spent some months in the special study of ophthalmology, he returned to St. Louis, and in 1863 established the first eye and ear infirmary west of the Mississippi River. This institution is still maintained by Dr. Pollak, being held now at the Sisters' Hospital, in the western part of the city, as it had been for years at the same institution when located on Fourth Street. Over eighteen thousand cases have been recorded as treated in connection with this infirmary. Dr. Pollak was a member of the United States Sanitary Commission, and of the Western Sanitary Commission during the war, and also held the position of hospital inspector. He is a member of the American Medical Association, of the St. Louis Medical Society and Medico-Chirurgical Society, and has written many articles which have appeared from time to time in the columns of medical journals, especially those of the *St. Louis Medical and Surgical Journal*.

Dr. B. F. Edwards, who practiced for over half a century in Illinois and Missouri, was born at Darnestown, Md., July 2, 1797. In 1820 he removed from

¹ Dr. Pollak says that Dr. Clark was the only physician in St. Louis who drove in a buggy when he came to the city; all the others rode on horseback.

Kentucky to Old Franklin, in the Boone's Lick country, Mo., with Cyrus Edwards, his brother. There were living there Gen. Duff Green, the Gambles, and many other prominent Kentuckians. He then went back to Kentucky, and after a while removed to Edwardsville, Ill., where he settled, obtaining an extensive practice. His rides extended for forty miles, and so constant day and night were the calls for his services that he kept five horses as relays in responding expeditiously to the demands on his professional services. He next established himself for a short period in Alton, and in 1846 removed to St. Louis, where his reputation gave him at once an extensive practice. About the year 1850 he engaged in the California speculations, and shipped a lot of frame houses from St. Louis *via* the Horn to San Francisco, and erected them on the beach for sale to enterprising gold-seekers. He returned to St. Louis and resumed his practice until 1867, when he removed to Kirkwood, where he continued in practice till about two years before his death, which occurred April 27, 1877. Dr. Edwards was a man of robust virtues, an humble Christian, and a member of the Baptist Church.

Dr. E. S. Frazier was born in Todd County, Ky., in 1809. He was one of the first class which graduated from the Medical Department of Kemper College, the whole class numbering but three. He had practiced for some time before graduating in Salem, Ill. He then located in Liberty, near Peoria, and removed thence to Springfield. He married Miss Mary Moore, of Montgomery County, Tenn., a sister of Dr. John S. Moore, of St. Louis. Through the influence of his brother-in-law, he removed to St. Louis in 1847, being associated with Dr. George Johnson as resident physician of the Hotel for Invalids. This institution being abandoned after a few years, he entered general practice, and soon gained a large and lucrative business. He still continues to practice, though not so actively as in former years.

Dr. G. Fischer has been for a number of years one of the most prominent German physicians of St. Louis. He was born at Prague in 1812, and graduated at the university of that city in 1837. He practiced with eminent success in the city of his birth, but in 1848, having become involved in political difficulties, he found it necessary to leave that country, and determined to come to the United States, that he might rear his children in a free land. He has practiced medicine in St. Louis ever since that time, and has met with remarkable success, having won the respect and esteem of the profession and achieved popularity among the laity, two results by no means always attained by one man.

Among the great men whose name and fame must endure forever in the annals of surgery, that of John Thompson Hodgen will stand deservedly pre-eminent. He was born at Hodgenville, among the rugged hills of La Rue County, Ky., not far from the birthplace of Abraham Lincoln, on the 19th of January, 1826. His father, Jacob Hodgen, was an elder of the Christian Church. His mother, Frances Park Brown, was a woman of sterling worth, who contributed greatly to fashion the current of his infant thoughts, and to give them a healthy direction. He regarded her as the chief source of his aspirations for the good and noble, and his affection for her was deep, tender, and reverential. Her declining years were brightened by the lustre of his renown, and her dying moments soothed by his tender and matchless skill.

His early years were spent in the common schools of Pittsfield, Pike Co., Ill., and his collegiate course at Bethany College, West Virginia. In childhood he exhibited a fondness for medicine, and in his twentieth year he entered the Medical Department of the University of the State of Missouri, where, on the threshold of his career, his ambition, industry, and bright intellect marked him as a student of unusual promise.

He graduated in March, 1848; was assistant resident physician of the St. Louis City Hospital from April, 1848, to June, 1849, and was demonstrator of anatomy in his Alma Mater from 1849 to 1853. The energy with which he devoted himself to his profession secured him the chair of anatomy, beside Joseph Nash McDowell, which position he occupied from 1854 to 1858. From 1858 to 1864 he filled both the chairs of anatomy and physiology.

In 1864, the Missouri College building having been seized by the government and transformed into the Gratiot Street prison, and Dr. McDowell, its head, having gone South, Dr. Hodgen led a remnant of the shattered faculty in a noble effort to preserve the life of his Alma Mater. After earnest but ineffectual efforts he relinquished the task, and transferred his allegiance to the St. Louis Medical College, where he filled respectively the chairs of physiology and of anatomy with eminent ability. In 1875 he assumed the chair of surgical anatomy, of fractures and dislocations, and was created dean of the faculty, which position he held at the time of his death. During the eighteen years from 1864 to 1882 he taught clinical surgery at the City Hospital.

Meantime his valuable services were sought and employed by his country, then in the throes of civil strife, in the capacities of surgeon-general of the Western Sanitary Commission, 1861; surgeon United



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States volunteers, 1861 to 1864; and surgeon-general State of Missouri, 1862 to 1864. Upon the restoration of peace he relaxed neither resolution nor industry, and wherever honor, science, or philanthropy called, he was always in the van. He served as consulting surgeon of the City Hospital from 1862 to 1882, and was president of the St. Louis Board of Health from 1867 to 1868, and a member of that body until 1871. In this position he was instrumental in organizing on an efficient basis the charity hospitals and dispensaries of the city, and in laying the foundation of that sanitary improvement that has since revolutionized the mortuary record of St. Louis. He was president of the St. Louis Medical Society in 1872, was chairman of the surgical section of the American Medical Association in 1873, was president of the State Medical Association in 1876, and was president of the American Medical Association in 1880.

Fame and emoluments crowned his labors, but he never paused or halted in his efforts to improve himself as physician, surgeon, and scholar. For renown and wealth he cared but little; he never sought an honor, and his simple tastes, unselfish nature, and busy habits suggested little thought of money. The author of brilliant achievements, he never vaunted his deeds, while his blunders were always in his mouth. Devotion to duty was the mainspring of his life; his only boast that he had never refused to heed the call of the suffering, had never paused to consider the reward, and had never failed to do his best. Conservative, honest, earnest, original, and bold, he was eminently a man of action, appalled by no difficulty, and superior to any emergency in practice. Quick and clear in apprehension, terse and forcible in expression, and a master of the elementary branches of the medical science, he was a powerful debater, whom no sophistry confused, and one who never lost sight of controlling principles nor confounded ideas with facts. In debate with the most distinguished surgeons of all nations, convened in the International Medical Congress at Philadelphia in 1876, he won substantial honors, and made a record that stamped him as a great man in the midst of the greatest the civilized world could produce.

He possessed decided mechanical genius, but many inventions worthy of note have been lost to science owing to the fact that he neglected to record them. Among the most important of those recorded, some of which have attained a world-wide renown, are wire-splint for fracture of the thigh; suspension-cord and pulleys, permitting flexion, extension, and rotation in fracture of the leg; forceps-dilator for removal of

foreign bodies from the air-passages without tracheotomy, cradle-splint for treatment of compound fracture of the thigh, wire suspension-splint for injury of the arm, double action syringe and stomach-pump, hair-pin dilator for separating lips of the opening in the trachea, and as a guide to the trachea tube.

His chief contributions to medical literature were, Wiring the Clavicle and Acromion for Dislocation of the Scapular End of the Clavicle; Modification of Operation for Lacerated Perineum; Dislocation of both Hips; Two Deaths from Chloroform; Use of Atropia in Collapse of Cholera; Three Cases of Extra-Uterine Fecundation; Skin-Grafting; Nerve Section for Neuralgia and Induration of Penis; Report on Antiseptic Surgery; Shock, and Effects of Compressed Air, as observed in the building of the St. Louis and Illinois Bridge.

His literary, mechanical, and operative contributions made him known in Europe and America, and afford the guarantee that his name and memory will endure as long as medicine and surgery are taught.

He died in his fifty-seventh year, April 28, 1882, of acute peritonitis, caused by ulceration of the gall-bladder, and after a short and painful illness.

Remarkable for erudition and knowledge of the art he professed, untiring in study, an extensive and thorough reader, clearly digesting and appropriating ideas, he was noted for his solidity and sobriety of understanding, the legitimate fruit of industry and application. He loved his profession, and knelt at its shrine with the devotion of a priest. He was quick to cheer and help the meritorious and struggling young student and practitioner, and of a free and open nature. He was easy and familiar with the younger members of the profession, rejoiced in their emoluments, success, and honors, gave them their full meed of praise when merited, and never sought to monopolize the honors of his calling. Broad and liberal in his views, and original and independent in thought and action, he was the standard-bearer of progress in the medical profession. Possessed of a bold heart and a clear head, he yet had the keenest sympathy for suffering humanity. The poor, the halt, the lame, and the blind received his ministrations without price, and he made no distinction in his treatment between the rich and the poor.

In professional counsel and friendly intercourse he was the comfort and help of the young practitioner. No time was too inconvenient, no call too sudden, no patient too humble to claim immediate attention. Like the soldier on the eve of battle, he was ever ready to respond to the bugle-call, no matter when or where it sounded.

He knew every medical man in the city, and a large proportion of those in its vicinity and the adjoining States, not merely by name and reputation, but by the estimate he had formed of their personal and professional qualifications, and, remarkable for his knowledge of human nature, he was rarely deceived, save when sympathy swayed his judgment. His broad acquaintance, great personal influence, and unselfish alacrity to serve others made him, directly and indirectly, the almoner of many valuable professional places in the governmental and municipal service and in civil life. He always had a place for a deserving man, and a deserving man for a place. Numbers of medical men now prosperous and honored owe their first successes to his disinterested kindness. Under his apparently brusque manner and calm exterior his heart pulsed in sympathetic unison with the trials of all who came in contact with him. A man in the fullest and highest sense of the word, ever true to his convictions of right, loyal to his friends, tender in sickness and sorrow, wise and cultured from extensive and thoughtful reading, but much more so from direct and constant insight into the human frame in health and disease, the memory of John T. Hodgen will long be cherished as an enduring honor to St. Louis, the city of his adoption, and to the profession which he honored and ornamented, and to which he was a benefactor.

Dr. R. S. Holmes was born in Pittsburgh, Pa., Feb. 25, 1814. At the early age of thirteen he lost his father, but although deprived of parental guardianship at this important period, his education was not neglected. Having qualified himself he entered Jefferson College, at Cannonsburg, Pa., in which institution he was admitted to the degree of A.B. Sept. 30, 1835, just as he reached his majority. His preliminary education having been completed, he lost no time in commencing the study of his profession; and in October of the same year he went to Cincinnati and became the private pupil of Professor Gross, then connected with the Ohio Medical College, in which institution he attended his first course of medical lectures in the winter of 1835. After the close of the session, in the spring of 1836, he went to Philadelphia, and the following fall matriculated in the Jefferson Medical College, which was then just commencing its rivalry with the University of Pennsylvania. After remaining two winters in connection with this institution, he was admitted to the degree of Doctor of Medicine in the spring of 1838, his inaugural thesis being on the subject of chlorosis.

Immediately after graduating, in May, 1838, he went to Europe, where he spent a year in visiting the different capitals of the Old World, and in pursuing

his studies in their various hospitals. In May, 1839, he returned home, and shortly thereafter wrote an article describing the church of Ste. Genevieve, in Paris, which was published in the *Knickerbocker* for 1840, and which displayed both literary and critical ability of a high order. In May, 1841, having obtained permission from the Secretary of War to that effect, he presented himself before the board convened in Philadelphia for the purpose of examining applicants for the post of assistant surgeon in the United States army. Twenty-two candidates presented themselves, only fourteen of whom were admitted to an examination, and of this number six only were approved. Dr. Holmes ranked third. On the 22d of August of the same year he received his commission, and immediately thereafter was ordered to Carlisle Barracks, where he entered upon his duties as assistant surgeon of the army.

From Carlisle he went to St. Peter's, where, however, he only remained a short time, having been ordered to join the army in Florida during the existence of the Seminole war. At the close of this war he was retained in that department until 1844, when he was ordered to Fort Preble, in Maine, and remained at that post until the succeeding year, when he was again ordered with the First Regiment of artillery to Florida, and was stationed at Fort Pinckney, near Pensacola. During his several residences in Florida, as in fact at other points where he was stationed, he occupied his leisure time in investigating the geological character of the soil and in studying the climate and diseases of those regions. The results of these investigations he gave to the world through the medical periodicals of the country.

On the breaking out of the Mexican war he accompanied the army first into Texas and afterwards into Mexico. His stay here, however, was of but short duration, for on the 28th of June, 1847, while at Point Isabel, Texas, he resigned his commission as assistant surgeon in the army on account of the death of his mother, which rendered his presence at home necessary. His withdrawal from the army was regretted by all the officers with whom he had been associated, and by whom he was highly esteemed.

In the spring of 1848 he came to St. Louis and commenced the practice of his profession, and in the fall of the same year was chosen Professor of Physiology and Medical Jurisprudence in the St. Louis Medical College, then the Medical Department of the St. Louis University. His first course of lectures was delivered during the winter of 1848 and 1849, and although but little time was allowed him for preparation prior to entering upon the important duties of

his chair, he succeeded to the entire satisfaction of his colleagues and class, as is shown by the fact that at the close of the session a meeting of the students of the college was held, at which resolutions were adopted thanking him in the most complimentary terms for his able and instructive course of lectures on physiology, and expressing their high appreciation of his character as a man and his ability as a lecturer.

In the spring of 1849, prior to the breaking out of the cholera, he again sailed for Europe, where he spent the summer in professional pursuits and especially in the study of microscopy. While in London he procured one of Rosse's celebrated microscopes of high power, and on his return devoted himself with his accustomed zeal and industry to the study of microscopic anatomy, with special reference to its bearings on physiology and pathology, in which department he acquired considerable expertness.

During the subsequent four years Dr. Holmes continued to discharge the duties of his chair with marked ability and with great acceptance to those who attended on his instructions. But his career of usefulness was destined soon to be cut short. In the month of August, 1854, worn out by close application to study and by the extreme heat of the weather, he was suddenly seized, while walking on the street, with an attack of paralysis affecting the right side. After lingering for two years the powers of body and mind began to fail rapidly, and continued to do so until the 26th of June, 1856, when he died, in the forty-second year of his age. As a practitioner of medicine, Dr. Holmes was bold, original, and successful. While connected with the army in Florida he had an opportunity of observing the malignant fevers of that climate, and he was among the first to recommend and carry out the practice of administering large doses of quinine in this form of disease, a practice the success of which is now universally acknowledged.

As a medical writer he stood deservedly high. He was a frequent contributor to the pages of the *American Journal of Medical Sciences* and the *St. Louis Medical and Surgical Journal*, in which he published articles on the Climate and Diseases of Florida and Texas, on Quinine, Malaria, and a number of other subjects, all of which showed him to be a close and faithful observer of nature, a bold and original thinker, and a clear and logical reasoner. His report, too, on Epidemic Erysipelas, read before the American Medical Association at its meeting held in May, 1854, and published in the transactions for that year, exhibited marked ability, and attracted attention and called forth complimentary notices from critics at home and abroad.

But his talent as a writer was not displayed in his contributions on medical subjects alone. In the domain of general literature, also, he has left behind many valuable evidences of the fertility of his intellect and the variety of his attainments. While in Europe, as well as after his return, he wrote frequently for the leading literary journals of the country; among them may be mentioned the *Knickerbocker*, the *New York Literary New World*, the *New York Mirror*, the *United States Gazette* of Philadelphia, the *Philadelphia Inquirer*, the *North American* of Philadelphia, the *Pittsburgh Advertiser*, and the *St. Louis Republican*, all of whose pages were at different times adorned by his pen. Many of these contributions are worthy of special notice, particularly the following: "Beauty, a use of the Hair;" "Use of the Hair among the Ancients;" "The Birds of Florida;" "Sketches of American Character," etc.

Dr. Louis Ch. Boislinière was born Sept. 2, 1816, on the island of Guadeloupe, W. I., of one of the oldest families of the islands. His father was a wealthy sugar-planter, and appreciating the value of a thorough education, he took his son to France in 1825 in order that he might have every advantage attainable. Here thirteen years were spent in scientific, classical, and legal studies at the most celebrated institutions of the day. He took a diploma as licentiate-in-law at the University of France, and returned to Guadeloupe in 1839, after the death of both parents. After spending some months there, and subsequently making an extensive journey through South America, he determined to leave the West Indies entirely and locate permanently in the United States. In 1842 he landed in New Orleans, but went almost immediately to Lexington, where he received polite attention from Henry Clay's family, to whom he had brought letters of introduction. He spent some time in this place, acquainting himself with the language and customs of the country. He then went to Louisville and took charge of the classical institute there, and the school prospered under his direction.

In 1847 his attention was attracted by the advantages that seemed to be afforded to young men in St. Louis, and after due deliberation he removed here. He had continued in Kentucky his medical studies which he had commenced in France, and in 1848 he graduated in medicine in the Medical Department of the St. Louis University. He immediately entered into practice, and has remained here ever since. In 1853, Dr. Boislinière took part in establishing, under the auspices of the Sisters of Charity, the first lying-in hospital and foundling asylum founded in America, and he still keeps up his connection with it.

In 1858 he was elected coroner of St. Louis County, the first physician who held that office. He was re-elected to the position in 1860, but resigned in December, 1861. In 1865 he was elected a member of the Anthropological Society of Paris. In 1870 he was elected to the Professorship of Obstetrics and Diseases of Women and Children in the St. Louis Medical College. For a number of years he conducted a clinic for the diseases of women at the St. Louis (Sisters') Hospital, and now has a clinic at the St. Louis Medical College Dispensary. He was elected for two successive years president of the St. Louis Obstetrical and Gynecological Society. In 1879 he received the degree of LL.D. from the St. Louis University. He has written a number of medical and literary essays, which have appeared in various periodicals. In a ripe old age he retains the mental faculties and powers of his earlier manhood in full vigor, and is still busy as ever with the care of a large and burdensome practice.

Dr. F. Ernst Baumgarten was born Dec. 27, 1810, at Nordheim, kingdom of Hanover. He studied at Göttingen, and passed the State examination in surgery in 1831. He was appointed "mining surgeon," a government office, at Clausthal, the centre of the Harz Mountains mining districts. Later he went to the University of Jena, where he graduated in 1844. He edited a surgical journal, *Zeitschrift für Chirurgen von Chirurgen*, also an annual *Chirurgische Almanack*, and was permanent secretary of the Society of North German Surgeons. While still engaged in writing a text-book of surgery, of which only one part was published ("Lehrbuch d. primær-meehanischen Krankheiten." 8vo. Osterode, 1843), he was persuaded to emigrate to America in 1846. He practiced at Galveston until 1849, when he was induced, by repeated attacks of yellow fever, from which he suffered there, to seek a home farther North. He came to St. Louis in May, 1849, where he soon acquired a large practice, chiefly medical and obstetrical. He was one of the founders and for many years the secretary and librarian of the German Medical Society of St. Louis. He died Nov. 13, 1869, in consequence of injuries received by a fall from his buggy three days before.

Dr. Thomas O'Reilly was born in Virginia, County Cavan, Ireland, Feb. 11, 1827. He commenced the study of medicine in 1840, by apprenticeship to a druggist. He studied and attended lectures first at the Apothecaries' Hall, Dublin, and then at what was at that time called the Original School of Medicine, now the Ledwich School of Medicine. Next he served three years in the Meath Hospital as a

clinical clerk to the celebrated Dr. William Stokes. He graduated in London at the College of Surgeons in 1849, and came to this country and to St. Louis in the same year. Arriving here in the midst of the epidemic of cholera, he immediately gained a large practice, and has been a busy practitioner ever since.

Dr. Adam Hammer was born in the Grand Duchy of Baden, Germany, Dec. 27, 1818, and received a thorough preliminary and medical education in the leading German universities, taking a special interest in mathematical studies. He was most thoroughly informed in all the literature of the profession. It was his ambition to be known as a surgeon, and above all things he abominated the practice of midwifery. He was an admirable diagnostician, and twice diagnosed in the living subject an occlusion of the coronary artery of the heart, and the diagnosis was confirmed by post-mortem examination. He performed a number of successful plastic operations, and in two cases removed an entire upper extremity, including the scapula. He came to St. Louis in 1848. He was an enthusiastic teacher. He organized the Humboldt Medical College, and through his personal influence secured the means to erect the building for that institution, which still stands on the corner of Soulard and Closey Streets. The college was broken up during his absence in Europe, and on his return he was offered a professorship in the Missouri Medical College, which he accepted. After a few years he returned to Europe, and died there Aug. 4, 1878.

Dr. Edward Montgomery was born at Ballymena, near Belfast, Ireland, Dec. 20, 1816. He received his preliminary education in Belfast, and graduated in medicine at the University of Edinburgh in 1838. He practiced medicine for about four years in his native town, but removed to the United States in 1842, and after spending some years in the South, settled in St. Louis in 1849. Here he has continued in the practice of medicine ever since, and has enjoyed a very large and profitable practice. He has been an active member of various medical societies and associations, having been president and vice-president of the St. Louis Medical Society, and of the State Medical Association. He has contributed papers on a variety of medical subjects to the medical journals. During the last few years he has withdrawn to some extent from practice on account of failing health, but he still attends a good many of his old families, who prefer his advice to that of any of the younger practitioners.

Dr. Benjamin Franklin Shumard, who died on the 14th of April, 1869, was esteemed as a physician, having, during the last years of his life, filled the chair of obstetrics in the Missouri Medical College,

and was far famed throughout the scientific world as a geologist and palaeontologist. He was a corresponding or honorary member of many scientific associations in the United States and in Europe, and was honored and beloved at home as the president of the Academy of Science of St. Louis, an office to which he was re-elected at the beginning of the year, when his lingering illness had already taken away all hope that he would ever again personally preside over the meetings of that body.

Dr. Shumard was born at Lancaster, Pa., on the 24th of November, 1820. His father was a merchant, but he inherited his scientific tastes from his maternal grandfather, Mr. Getz, well known as an inventor, and who made delicate scales used in the Philadelphia Mint. His father afterwards moved to Cincinnati, and while living there, Dr. Shumard graduated at Oxford, Ohio, and returning to Philadelphia, he went through one course in the medical college of that city. His father then moved to Louisville, Ky., where young Shumard completed his medical studies in 1846. He then practiced for a short time in one of the interior towns of Kentucky, but subsequently removed to Louisville, where he devoted his leisure to the study of the fossils and shells in the adjacent county. He laid broad and deep, by arduous application, the foundations upon which his scientific reputation is built. His collection of organic remains was visited by Sir Charles Lyell and Edward De Verneuil when those distinguished *savans* were in Louisville, and the last named manifested his appreciation by the presentation of his magnificent work on the geology of Russia.

He was then appointed by Dr. David Dale Owen assistant geologist in the United States government survey of Iowa, Wisconsin, and Minnesota, for which he had been commissioned by the national government in 1846. He remained in that survey until the fall of 1856. The published reports of this important survey, in which Dr. Shumard took so prominent a part, will remain monuments of the industry, acquirements, and genius of their author. Besides his share in the publication of the reports, Dr. Shumard published a monograph, entitled "Contributions to the Geology of Kentucky," which abounded in original observations, and which made his name familiar to European geologists. This work is constantly referred to by home and foreign writers on the fossils of America.

In 1850, Dr. Shumard was appointed by Dr. John Evans to aid him in a geological reconnoissance of the Territory of Oregon, of which he prepared the palaeontological report. He spent eighteen months in

Oregon, and returned to Louisville in 1852, where he occupied nearly a year in making out the reports on palaeontology for his brother, Dr. George Getz Shumard, who was employed under Capt. R. B. Marcy in the Red River exploration. In 1853, Dr. Shumard came to St. Louis, and was appointed assistant geologist and palaeontologist of the Missouri Geological Survey, under Professor Swallow. He labored here until the summer of 1858, when he was appointed State geologist for Texas, and made a reconnoissance of almost the entire eastern and middle portions of that State, and had just got his specimens collected and arranged, when the war broke out, and he returned to St. Louis. In the survey of Texas, he found within the limits of that State the most complete series of geological formations to be found in any State in the Union, ranging as they do from the oldest palaeozoic strata to the latest tertiary, and presenting an aggregate thickness estimated at not less than ten thousand feet. He succeeded in rescuing his library from Austin at the end of the war, but never returned to prosecute the survey.

Dr. S. T. Newman was born in Mississippi Nov. 30, 1816. His preliminary education was obtained in Augusta College, Kentucky, and he graduated in medicine at the Transylvania University, Lexington, Ky., in 1839. He practiced medicine for five years at Amsterdam, Miss., and then removed to Richmond, Ky., where he lived until 1856, when he came to St. Louis. He identified himself at once with the St. Louis Medical Society, and in 1860 was elected president of that body.

Dr. T. L. Papin is a grandson of Laclède, who was the founder of St. Louis. He was born in St. Louis in January, 1825, and obtained his literary education here, and his medical education partly here and partly in Paris. He graduated from the Medical Department of the St. Louis University, and then went to Paris, where he pursued his studies some years longer. He has been a teacher of medicine all through his professional life. In 1852 he was Professor of Clinical Medicine in the St. Louis Hospital, and in 1873 was appointed Professor of Clinical Gynecology in the Missouri Medical College, which position he resigned last year.

He has been the attending physician at all the Catholic asylums of various sorts, and was the originator of St. John's Hospital. After that hospital was well established, he suggested to some of his friends who were connected with the Missouri Medical College that they buy the property adjacent to the hospital and erect a new college building. This was done, and Dr. Papin was chosen president of the

Missouri College Building Association. In order to raise the money necessary for the building, he and Dr. Moore mortgaged their own property. The success of the effort, and the remarkable prosperity of the college since its removal, have been mentioned elsewhere. Dr. Papin justly feels that he contributed very largely to the success of the school, not only by carrying out the Building Association plans, but by the hospital facilities which he provided and secured for them. He is not now connected with the college, and only retains his gynecological clinic at the hospital, which is probably the most largely attended of any in the city.

Dr. James C. Nidelet¹ is descended from some of the most noted pioneer families of Missouri. His grandfather, the well-known Gen. Bernard Pratte, was born in Ste. Genevieve, Mo., and was educated at the Sulsipitian College, Montreal (Canada); and returning to St. Louis, married Emilie I. Labadie, a native of the town, and daughter of Sylvester Labadie and Pélagie Chouteau. His father, Stephen F. Nidelet, of French extraction and a native of San Domingo, arrived in Philadelphia when but seven years old, and ultimately became a member of the prominent silk house of Chapman & Nidelet. While visiting St. Louis he met and married on Aug. 12, 1826, Celeste E., daughter of the Gen. Pratte above mentioned. He returned with his wife to Philadelphia, where, on the 15th of January, 1834, James C. Nidelet was born.

Young Nidelet acquired his early education in Philadelphia, at the classical school of John D. Bryant, a famous instructor in that city. In 1844 he was taken by his parents to St. Louis, where his father spent the rest of his life, dying in 1856, after having won the respect of a large circle of friends. His widow is yet living, a sprightly and well-preserved lady of seventy-three years. In her day she was one of the belles of St. Louis, and, despite the lapse of years, her recollections of pioneer times are very distinct and interesting.

James C. Nidelet attended the St. Louis University for a year or two, and in 1847 and 1848 St. Mary's College, Emmitsburg, Md. In 1849 he entered St. Louis University again, and spent five years there, but left in 1853 while on the point of graduating. He then prepared for the Military Academy at West Point, but failing to receive an appointment as cadet, applied himself to the study of medicine. His first tuition was obtained in the practical experience of a drug store, and for three years he was employed in the well-known houses of Bacon, Hyde & Co. and

Barnard, Adams & Co. He then attended the St. Louis Medical College, under Dr. C. A. Pope, and the Missouri Medical College, under Dr. Joseph N. McDowell. He graduated in 1860, and began the practice of medicine.

In December, 1861, he joined the Confederate army, and served as chief surgeon under Gens. Price, Maury, and Forney in the Army of East Tennessee and Mississippi. During the last year of the war he was transferred to the Trans-Mississippi Department. His service embraced four years of desperate and bloody warfare, and he was in every engagement in which his army corps participated. Among the most memorable of these conflicts may be mentioned those attending the capture of Vicksburg, and the sanguinary fields of Corinth, Big Black, Iuka, and the famous retreat from Hatchie. During all this period of exposure to the dangers and privations incident to the war, Dr. Nidelet was never wounded and never lost a day from sickness, his splendid constitution carrying him safely through trials to which weaker natures would have succumbed. He was always to be found where the danger was greatest, and where there was the greatest need of the prompt assistance of the surgeon. His composure amid the storms of shot and shell and the awful distractions of the battlefield was proverbial, and repeatedly won the commendation of his superiors.

Frequently, with the din of conflict raging about him, he performed operations that would have made many a hospital practitioner famous. His four years' service in the war gave him a practically unlimited experience in every branch of surgery, especially that appertaining to the treatment of gunshot-wounds, and in July, 1865, he returned to St. Louis rich in knowledge of the surgeon's art but extremely poor in purse. The "Drake Constitution," which was then in force, forbade him to practice medicine, because he could not take the oath, and at one time, while struggling against adverse fortune, he was on the point of leaving for the Pacific coast. During the winter of 1865-66, however, he formed an engagement with his old Alma Mater, the Missouri Medical College, and assisted in gathering the scattered faculty together once more. In the winter of 1866-67 the college was reopened, and as Professor of Anatomy he was for four or five years engaged in his favorite pursuit of teaching medicine. He had large classes, and contributed materially towards bringing the historic old institution into popular favor again. He then engaged in the private practice of medicine with distinguished success.

In 1875-76, Dr. Nidelet was appointed police commissioner, and for two of the four years of his term

¹ Contributed by F. H. Burgess.



Wm. A. H. & Co.

James C. Nidelet

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was vice-president of the board. He signaled his administration by a determined effort to suppress the lottery business, which then flourished without let or hindrance in St. Louis, and such success crowned his labors that more than fifty dealers were convicted and fined. As a consequence he incurred the hostility of the "lottery ring," and charges of corruption were made against him. His indictment was sought at the hands of several successive grand juries, but he was accorded a most searching investigation, which resulted in the utter failure of his enemies to make even a plausible case of official misconduct against him.

The following estimate of Dr. Nidelet's standing as a physician and surgeon is furnished by a gentleman who has known him from a boy, was several years intimately associated with him, and is familiar with his professional career.

"Dr. Nidelet is a good physician in every sense of the word, being thoroughly and scientifically educated for his profession. His success has been as great as that of any practitioner of his years in St. Louis, and he has a very large and growing patronage. His judgment is accurate, and in the diagnosis of diseases and the selection of suitable remedies he is distinguished. I cannot say that he has any specialty, but he strikes me as being a fine specimen of the symmetrically-developed doctor. His professional standing is excellent, and he enjoys the respect of his associates in the profession as a high-toned and honorable man."

Dr. James M. Youngblood was born in Tennessee on the 16th of December, 1833. He was reared in Tennessee and Kentucky, and graduated at the St. Louis Medical College, receiving also the *ad eundem* degree from Dr. Joseph N. McDowell, of McDowell College.

On the breaking out of the civil war Dr. Youngblood was at heart and in feeling a Southern man, but was opposed to secession and in favor of upholding the government. Hence he sought a position in which he could do the most good on both sides. He accordingly joined the army as a surgeon, and in 1863 was placed in charge of Gratiot Street prison, and served in that capacity till 1864. In that year he was sent South with Col. Thomas C. Fletcher's regiment, the Forty-seventh Missouri, and arrived just after the battle of Nashville. Dr. Youngblood was a man of benevolent disposition and charitable to the poor. When his death, which occurred Jan. 24, 1879, became known in the neighborhood, many poor children and their parents called at the office of their benefactor, manifesting regret for the loss of a dear friend.

He married a daughter of Edward J. Xaupi, who survived him, together with five children. A few months before his death he was chosen a member of the School Board.

On April 1, 1881, Dr. A. B. Nichols died at his home in Sparta, Wis. Dr. Nichols was well known in St. Louis, where he had many friends. He was born in Northfield, Vt., in 1842. After traveling about the country for some time he settled at Racine, Wis., where he studied and made wonderful progress in medicine. In 1862 he entered the army as an aid to an assistant hospital surgeon. He attended to hospital duties for about two years. Dr. Nichols was present at the battle of Pittsburgh Landing, and his skillful treatment, during and after the battle, of wounded soldiers gained him favor with the surgeon-general and many other high officers. In 1864 he removed to Sparta and settled there, following his profession until his death. Dr. Nichols left a wife and one child, a son.

That the complaint of over-crowding in the medical profession is no new thing is apparent from the following paragraphs, which appeared editorially in the *Missouri Medical and Surgical Journal* of August, 1845:

"We have a list of the names of one hundred and forty-six persons who are endeavoring to obtain a livelihood by the practice of the healing art in this city, which includes the homœopaths, Botanics, Thompsonians, etc. Of this number probably ninety or one hundred hold diplomas. With a population of forty thousand, each would have two hundred and seventy-four persons to attend upon, supposing the whole number to be equally divided; but when we consider the fact that about one-third of the number have a large practice, we are not surprised that a large number are not able to collect enough to pay their expenses, and the consequence is that many, after spending 'from one to three years and the means which they brought to the city,' leave and settle in the smaller towns in the surrounding country. Some, who are favored by circumstances, hold on, hoping that with the rapid growth of the city they will finally obtain a lucrative practice; others, determined to be employed, resort to whatever will obtain their ends, regardless of proper respect for themselves or their profession, by giving their professional services for little or nothing and a constant endeavor to build themselves up by injuring the professional reputation of their colleagues. Real merit never goes long unrequited, and it is an acknowledgment of weakness for any one to slander the whole profession because forsooth he has not sufficient merit to retain a lucrative practice.

"While the facilities for obtaining a medical education in St. Louis are not surpassed by those of any city in the West, and the city in its rapid strides to greatness has anything but a sickly appearance, it cannot rationally be supposed that its inhabitants are bound to sustain all the ambitious of the profession who prefer to practice in the West; nevertheless they are always glad to rent them offices."

Medical Societies.—There are a number of medical societies in St. Louis, which will be noticed in the order in which they were organized. Those of

the regular school of medicine are the St. Louis Medical Society, the German Medical Society, the St. Louis Medico-Chirurgical Society, the St. Louis Obstetrical and Gynecological Society, the Beaumont Medical Club, and the Scientific Association of German Physicians.

ST. LOUIS MEDICAL SOCIETY.—In 1836 a medical society was organized, which was incorporated by a special act of the Legislature Jan. 25, 1837, under the name of the Medical Society of the State of Missouri. For some years its meetings were held monthly from May to November and semi-monthly from November to May, but after 1846 it virtually suspended. In 1850 a new organization was formed, which, under the name of the St. Louis Medical Society, has done a good deal of valuable work and wielded a large influence. Its first officers were B. G. Farrar, M.D., president; Hardage Lane, M.D., vice-president; B. B. Brown, M.D., recording secretary; J. B. Johnson, M.D., corresponding secretary; Y. D. Bolling, M.D., treasurer. The presidents since its first organization to the present time have been the following: B. G. Farrar, M.D., in the years 1836 and 1837; Hardage Lane, M.D., in 1838, '39, '43; Meredith Martin, M.D., in 1840, '42, '45, '65; William Beaumont, M.D., 1841; Stephen W. Adreon, M.D., 1844; Josephus W. Hall, M.D., 1846; R. P. Simmons, M.D., 1850; David Prince, M.D., 1851; George Engelmann, M.D., 1852; John Barnes, M.D., 1853; Thomas Reyburn, M.D., 1854, '57; John S. Moore, M.D., 1855; William M. McPheeters, M.D., 1856; E. H. McGintie, M.D., 1858; M. L. Lenton, M.D., 1859; S. T. Newman, M.D., 1860; M. M. Pallen, M.D., 1861; J. S. B. Alleyne, M.D., 1864; William Johnston, M.D., 1866; A. Hammer, M.D., 1867; Edward Montgomery, M.D., 1868; John H. Walters, M.D., 1869; John T. Hodgen, M.D., 1870; E. H. Gregory, M.D., 1871; E. F. Smith, M.D., 1872; Francis G. Porter, M.D., 1873; G. Hunt, M.D., 1874; J. M. Scott, M.D., 1875; G. M. B. Maughs, M.D., 1876; T. F. Prewitt, M.D., 1877; Thomas Kennard, M.D., 1878; L. Ch. Boislinière, M.D., 1879; H. H. Mudd, M.D., 1881; William Dickinson, M.D., 1882; and William L. Barret, M.D., 1883.

It is a somewhat remarkable fact that two of the greatest men in the profession that the medical society has numbered among its members never occupied the president's chair, viz.: Dr. Joseph N. McDowell and Dr. Charles A. Pope, the former being a skilled surgeon and the founder and for thirty years the dean of the first medical college established west of the Mississippi River, the latter a most skillful and

expert surgeon and for nearly thirty years Professor of Surgery in the St. Louis Medical College.

The St. Louis Medical Society, like all such organizations, has had its times of special interest and profit and its periods of depression and little value. At times its meetings have been fully attended, papers of interest and scientific value have been presented, and discussions have taken place which attracted the attention of physicians throughout this section of country. At other times its halls have been the scene of heated and bitter wrangling, mutual recrimination, charges and counter-charges of professional discourtesy or of unprofessional conduct. On one or two occasions the bitter animosities and differences of opinion growing out of personal antagonism between members have nearly wrecked the society; but the faithful work of some loyal members has kept it alive, and it still continues to be a valuable and profitable organization. Its meetings have been regularly held on Saturday evening of every week.

For a number of years in the early history of the *St. Louis Medical and Surgical Journal*, abstract reports of the meetings of the Medical Society were published in that journal. For several years now full reports, taken by a short-hand reporter and revised by a committee on publication, have formed a considerable and valuable part of the *Journal's* contents. The meetings of the society were held in 1835 in Masonic Hall, in 1850 at Westminster Church, afterwards in a hall at the corner of Fourth and Chestnut Streets, then in the commercial school, then for a time in the office of Drs. Jordan and Shumard. When the Academy of Science had its building at Seventh and Myrtle Streets, adjoining the St. Louis Medical College, the building erected by Col. O'Fallon, the Medical Society held its sessions in the Academy Hall. After the burning of that building, arrangements were soon made by which the society meetings have been held at the Polytechnic Building, at Seventh and Chestnut Streets, in a room well adapted for the purpose. One valuable feature of the society is the arrangement made some years ago with the Public School Library, by which the society turns over to the library the membership fees of three dollars per annum for four years, thus securing to the members not only the usual privileges of membership during that time, but also a life-membership ticket after that time, the library agreeing to expend all money so received for medical publications under the direction of the library committee of the Medical Society.

Any reputable regular practitioner resident in the city of St. Louis is eligible for membership in this society. Application for membership may be made

in writing by the party seeking admission, or verbally by some member. The application is referred to the committee on elections, to whom must be exhibited the diploma of the applicant. A favorable report of this committee is equivalent to an election, although formally a favorable vote of three-fourths of the members present is necessary in order to constitute an applicant a member. An admission fee of five dollars is required, and a payment of dues to the amount of three dollars each year thereafter. The present membership of the society is not far from one hundred and seventy-five.

The officers of the society for 1883 are: President, William L. Barret, M.D.; Vice-President, G. F. Dudley, M.D.; Recording Secretary, A. H. Ohmann-Dumesnil, M.D.; Corresponding Secretary, Garland Hurt, M.D.; Treasurer, W. E. Fischel, M.D.

THE GERMAN MEDICAL SOCIETY ("Deutsche Medicinische Gesellschaft") was organized in 1850. The society subscribes to the leading European medical journals, and these circulate among the members according to a definite plan. The membership is limited to twenty-five. The society has accumulated a large library. The present officers are Dr. G. Baumgarten, president; Dr. Hugo Kinner, secretary; Dr. W. E. Fischel, treasurer; Dr. George J. Engelmann, librarian.

THE ST. LOUIS MEDICO-CHIRURGICAL SOCIETY was first organized in 1873 under the name of the Medical Club, as a result of a state of affairs in the St. Louis Medical Society, which had led a considerable number of members to cease attending its sessions. There is no permanent presiding officer of this society, some member being chosen at each meeting to preside on that occasion. The secretary, treasurer, and librarian each serve one year. The present officers are George Homan, M.D., secretary; J. P. Kingsley, M.D., treasurer; W. A. Hardaway, M.D., librarian.

When first organized the club met in a hall at Twelfth and Pine Streets, then for several years in the directors' room of the Mercantile Library Association. Later, when an arrangement was made to subscribe regularly for the most valuable European journals, the meetings were held stately at the office of the librarian; but as the membership of the society increased and the value of the journal list became more apparent, it was deemed best to secure permanent quarters for the meetings of the society and for a reading-room. Accordingly, a convenient hall was secured in a most desirable location on Washington Avenue near Jefferson Avenue. This has been fitted up with comfortable chairs, cases for

books and periodicals, tables for reading and writing, etc. Already the nucleus of a valuable library has been collected through gifts of members and by an arrangement with the Medical Journal and Library Association, by which the exchanges of the *Courier of Medicine* and the books received by that journal for review are deposited in this room, and are at the disposal of its members.

The following is an alphabetical list of the members of this society: G. Baumgarten, L. Ch. Boislinière, J. K. Bauduy, John P. Bryson, C. E. Briggs, N. B. Carson, C. O. Curtman, D. V. Dean, J. O'F. Delaney, George Engelmann, George J. Engelmann, W. E. Fischel, W. H. Ford, W. A. Frazier, R. M. Funkhouser, E. H. Gregory, E. C. Gehrung, D. C. Gamble, W. C. Glasgow, A. A. Henske, B. M. Hypes, T. E. Holland, W. A. Hardaway, George Homan, J. B. Johnson, E. W. Jamison, W. C. Kennett, J. P. Kingsley, A. P. Lankford, James M. Leete, E. S. Lemoine, I. N. Love, E. Montgomery, J. M. B. Maughs, C. E. Michel, S. G. Moses, G. A. Moses, H. H. Mudd, M. P. Morrell, E. M. Nelson, R. J. O'Reilly, T. F. Prewitt, T. L. Papin, S. Pollak, M. H. Post, P. G. Robinson, E. W. Saunders, P. V. Schenck, James M. Scott, A. B. Shaw, H. N. Spencer, I. G. W. Steedman, A. J. Steele, F. L. Stuever, H. Tuholske, C. A. Todd, O. A. Wall, B. T. Whitmore.

Applicants for membership must be recommended by two members. The name is referred to the executive committee, and posted for two weeks in the hall of the society. If the executive committee report favorably upon the application the name comes before the society, all the members having been notified by postal card of the election. Two adverse ballots exclude an applicant from membership. No physician is eligible for membership in this society until after having practiced medicine in the city for a period of at least two years. The admission fee is ten dollars, and the annual dues are the same amount. The meetings of the society are held on alternate Tuesday evenings throughout the year, and the discussions are regularly reported in the *St. Louis Courier of Medicine*. A paper is read at each meeting by some member of the society, the order of reading being determined by lot.

THE ST. LOUIS OBSTETRICAL AND GYNECOLOGICAL SOCIETY was organized in 1877. Meetings are held on the third Thursday evening of each month, except July and August. Papers are read by the members in turn, and discussions follow upon the paper or verbal reports of cases. The discussions are taken down by a short-hand reporter, and are pub-

lished in the *St. Louis Courier of Medicine*, and have been generally regarded as of very considerable interest and value. The meetings are held at the houses of the different members, and one fact that has had a pronounced influence in sustaining the interest and attendance upon the meetings has been the custom of adding a social to a scientific interest by the serving of a supper to the members after the regular business meeting has been concluded.

The officers of the society for the current year are T. L. Papin, M.D., president; W. H. Ford, M.D., vice-president; Walter Coles, M.D., recording secretary; M. Yarnall, M.D., corresponding secretary; T. F. Prewitt, M.D., treasurer.

The following list embraces the present membership of the society: W. L. Barret, L. Ch. Boislinière, W. Coles, George J. Engelmann, W. H. Ford, E. C. Gehlung, E. H. Gregory, G. M. B. Maughs, E. Montgomery, S. G. Moses, G. A. Moses, William McPheeters, T. L. Papin, T. F. Prewitt, and M. Yarnall. Drs. George Engelmann and Adolph Wislizenus are honorary members.

THE BEAUMONT MEDICAL CLUB was organized in April, 1879, by a number of the younger men of the profession, for the purpose of medical discussion and social intercourse. The meetings were held monthly for a couple of years, but have been discontinued of late. The first officers were I. N. Levi, M.D., president; W. H. Frazier, M.D., secretary; and George Homan, M.D., treasurer. The officers last elected were George Homan, M.D., president; E. M. Nelson, M.D., secretary; J. R. Lemen, M.D., treasurer.

THE SCIENTIFIC ASSOCIATION OF GERMAN PHYSICIANS ("Wissenschaftliche Verein Deutsche Aerzte") was organized in the fall of 1881. The society meets every other Friday, and at each meeting an essay is read, followed by discussion, pathological specimens are shown, cases presented, and the usual business routine gone through with. Every member is compelled to read an essay when his name is called in the alphabetical order. The society has commenced the formation of a library, for which there is already a respectable nucleus. The present membership numbers twenty-one. There is no permanent president, the presiding officer being selected at each meeting. The secretary is Dr. George Richter; Treasurer, Dr. Joseph Sprigelhalter; Librarian, Dr. A. Alt.

Medical Schools.—The history of medical education in St. Louis is an interesting chapter in the history of the profession.

MISSOURI MEDICAL COLLEGE.—In 1840, when Joseph Nash McDowell came to St. Louis from Cincinnati, there was a literary institution west of the

city, where the old county farm lies just east of the insane asylum. Some of the original stone buildings of the college are still standing. This institution was incorporated with a university charter under the name of "Kemper College." It was established under the auspices of the Episcopal Church, and President Hutchinson was then at its head. Dr. McDowell set to work with enthusiasm, and organized a faculty of medicine to work under the charter of this institution and to be known as the Medical Department of Kemper College. The first course of lectures was delivered in the winter of 1840-41 by the following faculty: Joseph Nash McDowell, Professor of Anatomy and Surgery; John S. Moore, Professor of Obstetrics and Diseases of Women and Children; Josephus W. Hall, Professor of Theory and Practice of Medicine; John De Wolf, Professor of Chemistry; Hiram L. Prout, Professor of Materia Medica and Therapeutics.

These lectures were delivered in a building erected for the purpose on the high bank of Chouteau's Pond, at the corner of Ninth and Cerré Streets, where the Wainwright brewery now stands.

In 1847, Kemper College having failed, owing to the lack of financial backing, the Medical Department became the Medical Department of the State University, and was so conducted until the general organization of the State University, when a separate charter was procured, under which the college is now conducted as the Medical Department of the Missouri Institute of Science, more commonly known, however, as the Missouri Medical College.

The stone octagonal building on the corner of Eighth and Gratiot Streets was erected for the use of the college, and was occupied by it until the war, when it was confiscated by the United States government and used as a military prison. After the close of the war, when the faculty was reorganized, lectures were again delivered in the same building for three or four years. In 1874 a joint-stock company was formed for the purpose of erecting a new college building. The capital stock of this company amounted to fifty thousand dollars, most of which was taken by members of the faculty. The present site was purchased, and an excellent building erected at the north-east corner of Lucas Avenue and Twenty-third Street, at a cost of twenty-five thousand dollars. During the last year the building has been improved and enlarged at an expense of fifteen thousand dollars.

The college is now in a most flourishing condition, with classes numbering between two hundred and three hundred each year. The faculty, as constituted at present, is as follows:

William M. McPheeters, M.D., Emeritus Professor of *Materia Medica* and Therapeutics; John S. Moore, M.D., Professor of Principles of Medicine and Hygiene; G. M. B. Maughs, M.D., Professor of Obstetrics and Diseases of Women; P. Gervais Robinson, M.D., Professor of Practice of Medicine and Clinical Medicine; J. K. Bauduy, M.D., LL.D., Professor of Psychological Medicine, Diseases of Nervous System and Clinical Medicine; Charles E. Michel, M.D., Professor of Histology and Ophthalmology; H. Tuholske, M.D., Professor of Clinical Surgery and Surgical Pathology; Otto A. Wall, M.D., Ph.G., Professor of *Materia Medica*, Therapeutics, and Pharmacy; C. A. Todd, M.D., Professor of Anatomy and Diseases of the Ear and Throat; J. P. Kingsley, M.D., Professor of Physiology and Clinical Professor of Diseases of Children; T. F. Prewitt, M.D., Dean, Professor of Principles and Practice of Surgery and Clinical Surgery; C. O. Curtman, M.D., Professor of Chemistry; P. V. Schenck, M.D., Clinical Teacher of Gynecology; C. A. Todd, M.D., Demonstrator of Anatomy and Curator of Museum; Justin Steer, M.D., Assistant Demonstrator; Adjuncts: A. B. Shaw, M.D., Adjunct to Professor of Clinical Medicine and Lecturer on Physical Diagnosis; F. Stuever, M.D., Adjunct to Professor of Ophthalmology; J. R. Lemen, M.D., Clinical Assistant to Chair of Surgery.

Hotel for Invalids.—In the summer of 1848 the upper stories of the large house situated on the corner of Second and Walnut Streets, previously known as the Paul House, were fitted up as a "hotel for invalids," which was conducted under the supervision of Drs. W. L. Barret and John S. Moore, of Missouri Medical College, as consulting physicians, and Drs. Frazier and Johnson, as resident physicians and surgeons.

Post-Graduate School of the Missouri Medical College.—The object of this school is to give practitioners of medicine and recent graduates facilities and advantages for special studies and practical instruction such as cannot be afforded in the ordinary courses of lectures. The faculty of the Post-Graduate School is constituted as follows:

Professor P. Gervais Robinson, M.D., Dean of the Faculty, Physical Diagnosis; Professor John S. Moore, M.D., Malarial Diseases; Professor A. B. Shaw, M.D., Clinical Medicine; Professor A. P. Lankford, M.D., Surgery; Professor H. Tuholske, M.D., Diseases of the Genito-Urinary Organs; Professor T. F. Prewitt, M.D., Surgery; Professor T. L. Papin, M.D., LL.D., Diseases of Women; Professor George J. Engelmann, M.D., Secretary of the Faculty, Operative Midwifery; Professor J. P. Kingsley, M.D., Diseases of Children; Professor Charles E. Michel, M.D., Diseases of the Eye; Professor H. N. Spencer, M.D., Diseases of the Ear; Professor W. A. Hardaway, M.D., Diseases of the Skin; Professor O. A. Wall, M.D., Ph.G., Urinology.

The school was organized in 1880 under the charter of the Missouri Medical College, and its classes are held in the building of that college.

ST. LOUIS MEDICAL COLLEGE.—In 1836, after frequent consultations between the trustees of the St. Louis University on the one hand and the St. Louis Medical Society on the other, an agreement was entered

into for the appointment of a medical faculty in connection with the university. A constitution was prepared and ratified by both parties, and the Medical Society selected as the first faculty Drs. C. J. Carpenter, J. Johnson, William Beaumont, E. H. McCabe, H. Lane, and H. King. A prospectus of the medical lectures was published annually with that of the literary department of the university, but the medical department was not actually put into operation until the fall of 1842. In the mean time (in 1841) the St. Louis Medical College had been organized, and in 1842 it was chartered as the Medical Department of the St. Louis University. In 1855 it became independent, and was incorporated under its present name, incorporators being John O'Fallon, James H. Lucas, Luther M. Kennett, James Clemens, A. L. Mills, Trusten Polk, G. Penn, W. G. Elliot, James E. Yeatman, J. Laughton, Thomas Allen, and H. D. Bacon.

It was originally located on Washington Avenue facing Tenth Street, where the building still stands, on the grounds of the St. Louis University. The present building is located on the northeast corner of Seventh and Myrtle Streets. It is a large, well-constructed, and substantial building, which was erected for the use of the college in 1850 by the late Col. John O'Fallon. The whole building was remodeled and renovated some three years ago, and an addition built at the rear for the chemical laboratory. There are three lecture-rooms and two dissecting-rooms and a library, besides the museum and smaller rooms set apart for the faculty and other uses.

Last year a building was erected upon the adjoining lot especially for dispensary purposes. On the first floor are a drug-room, waiting-rooms for male and female patients, consultation-room, and amphitheatre for clinical lectures. On the second floor are the rooms for the gynecological clinic of Professor Boislinière, and those for the dental college, laboratory, and operating-room. Several thousand patients have been treated in the year and a half since the dispensary was organized.

The faculty own the buildings, and supply the necessary appliances for teaching and illustration from the income derived from tuition fees. There is no endowment. The course of study in this school is a graded one, extending over three years, the first being devoted to theoretical and demonstrative branches, and the practical subjects and specialties being taken up in the second and third years.

The first dean of the faculty was James V. Prather, M.D., the second was Charles A. Pope, M.D., the third John T. Hodgen, M.D., and the fourth and

present dean is J. S. B. Alleyne, M.D. The faculty is composed of the following physicians and surgeons :

A. Litton, M.D., Professor of Chemistry and Pharmacy; J. B. Johnson, M.D., Professor of the Principles and Practice of Medicine; E. H. Gregory, M.D., Professor of the Principles and Practice of Surgery and Clinical Surgery; J. T. Hodgen, M.D.,¹ Professor of Surgical Anatomy, Special Fractures and Dislocations, and Clinical Surgery at the City Hospital; J. S. B. Alleyne, M.D., Dean, Professor of Therapeutics and Materia Medica and Diseases of Children; E. F. Smith, M.D., Professor of Clinical Medicine and Pathological Anatomy; L. Ch. Boislinière, M.D., Professor of Obstetrics; G. Baumgarten, M.D., Professor of Physiology; H. H. Mudd, M.D., Professor of Anatomy and Clinical Surgery at the City Hospital; H. H. Mudd, M.D., Demonstrator of Anatomy; John Green, M.D., Lecturer on Ophthalmology; W. L. Barret, M.D., Lecturer on Diseases of Women; J. M. Scott, M.D., Lecturer on Clinical Medicine; G. A. Moses, M.D., Lecturer on Clinical Gynecology; N. B. Carson, M.D., Assistant to the Chair of Surgery; W. C. Glasgow, M.D., Clinical Lecturer on Physical Diagnosis; W. E. Fischel, M.D., Lecturer on Therapeutics; J. Friedman, M.D., Demonstrator on Chemistry; Edward Evers, M.D., Lecturer on Histology; R. Luedeking, M.D., Lecturer on Pathological Anatomy; J. P. Bryson, M.D., Lecturer on Diseases of the Genito-Urinary Organs; W. A. McCandless, M.D., Frank R. Fry, M.D., Assistant Demonstrators of Anatomy.

HUMBOLDT INSTITUT ODER DEUTSCHE.—This institution was organized as a German medical college in 1859. Lectures were delivered regularly, and two classes were graduated. It was discontinued during the war, and in 1866 was reorganized as the Humboldt Medical College. The faculty included the following: Dr. F. J. Bernays, Professor of Chemistry and Pharmacy; Dr. G. Bernays, Professor of Materia Medica and Midwifery; Dr. D. Goebel, Professor of Physics and Higher Mathematics; Dr. A. Hammer, Professor of Anatomy, Surgery, and Diseases of the Eye; Dr. F. M. Hauck, Professor of Physiology; Dr. T. C. Hilgard, Professor of Botany, Zoology, and Comparative Anatomy; Dr. C. Roesch, Professor of General and Special Pathology and Therapeutics and Clinical Medicine; Dr. E. Schmidt, Professor of Pathological Anatomy, gerichtlichen Medicine, and Psychiatry.

The first course of lectures was given during the winter of 1866-67. The organization of the college was effected with a view to promoting a higher standard of medical education. In their prospectus the faculty announced the purpose of having a longer term than that of any other medical college in the country, of arranging a graded course, and of affording facilities for instruction in the different specialties.

The faculty at that time consisted of the following gentlemen: D. Goebel, Ph.D., Professor of Natural

Philosophy; A. Wadgymer, M.D., Professor of Chemistry and Botany; H. S. Leffingwell, M.D., Professor of General and Descriptive Anatomy; D. V. Dean, M.D., Professor of Physiology, Histology, and Toxicology; G. M. B. Maughs, M.D., Professor of Obstetrics and Diseases of Women and Children, and Acting Professor of Materia Medica and Therapeutics; I. P. Vaughan, M.D., Professor of Theory and Practice of Medicine; A. Hammer, M.D., Professor of Principles and Practice of Surgery, Ophthalmology, and Clinical Surgery, and Acting Professor of Pathological Anatomy; Hon. James J. Lindley, Professor of Legal Medicine; A. J. Steele, M.D., Professor and Demonstrator of Anatomy; Charles Heyer, Assistant to Chair of Pathology, Anatomy, and Curator of Museum; P. J. Lingensfelder, Assistant to Chair of Clinical Medicine.

The building of the Humboldt College stood and still stands on the lot directly fronting the City Hospital, extending from Linn to Closey Street, upon the south side of Soulard Street. It was an admirable location, and the building was convenient and well arranged for the purpose.

Lectures were delivered for three successive winters, but after the close of the session of 1868-69 most of the members of the faculty resigned, and the college was given up.

ST. LOUIS COLLEGE OF PHYSICIANS AND SURGEONS.—After the abandonment of the Humboldt Medical College in 1869, an organization was effected under the name of the College of Physicians and Surgeons, under the leadership of Professor Louis Bauer, who had then recently come to St. Louis from Brooklyn. The faculty consisted of

Louis Bauer, M.D., M.R.C.S., Professor of Surgery; Montrose A. Pallen, M.D., Professor of Gynecology; Augustus F. Barnes, M.D., Professor of Obstetrics; T. F. Prewitt, M.D., Professor of Surgical Anatomy and Diseases of the Skin; J. K. Bauduy, M.D., Professor of Diseases of the Mind and Nervous System; John Green, M.D., Professor of Ophthalmology; G. Baumgarten, M.D., Professor of General Pathology and Pathological Anatomy; I. G. W. Steedman, M.D., Professor of Clinical Surgery and Diseases of the Genito-Urinary Organs; W. B. Outten, M.D., Professor of Descriptive Anatomy; A. J. Steele, M.D., Professor of Military and Minor Surgery, Fractures and Dislocations; F. H. McArdle, M.D., Professor of Chemistry; J. M. Leete, M.D., Professor of Physical Diagnosis and Diseases of the Chest; J. M. Scott, M.D., Professor of Practice of Medicine; Charles E. Briggs, M.D., Professor of Physiology; William L. Barret, M.D., Professor of Diseases of Children; James F. Johnson, M.D., Professor of Materia Medica and Toxicology; William T. Mason, LL.B., Professor of Medical Jurisprudence; A. G. Jackes, M.D., Demonstrator of Anatomy, and Curator of the Museum.

The second year Dr. Barret withdrew from the faculty. Dr. Briggs took the Professorship of Dis-

¹ Deceased.

eases of Children, and LeGrand Atwood, M.D., became Professor of Physiology. In the course of this second year dissensions sprang up between members of the faculty, and the scheme was abandoned at the close of the year. The building in which the two years' lectures were delivered stands on Locust Street, between Tenth and Eleventh Streets.

It is believed that the first endeavor in the way of a "practitioners' course," with reference to which so much has been said and done within the last few years, was made in connection with the College of Physicians and Surgeons. Special courses of lectures were delivered on Monday, Wednesday, and Friday evenings at eight o'clock, commencing Monday, Nov. 1, 1869; gynecology, Mondays, by Professor Pallen; ophthalmology, Wednesdays, by Professor Green; orthopedic surgery, Fridays, by Professor Bauer. Physicians and advanced students of medicine were cordially invited to attend.

The present St. Louis College of Physicians and Surgeons¹ was incorporated in 1879 by James O. Broadhead, William Hyde, Louis Bauer, M.D., Isaac Cook, Gustav Woltman, Charles P. Warner, L. M. Rumsey, A. A. Millier, Ellis Wainwright, and A. S. Barnes, M.D., and a faculty was chosen. A building was procured on the southwest corner of North Market and Eleventh Streets, which had been previously used for similar purposes. This was fitted up conveniently, a dispensary was organized, and material was thus secured for illustration by clinical lectures. The regular work of the college was commenced in the autumn of 1879, a class of five members being graduated in the spring of 1880. Each succeeding class has increased in numbers.

This college demands of its students a certain amount of knowledge and mental training as preliminary to admission, and requires a three years' graded course of study.

The present faculty is composed of

Louis Bauer, M.D., M.R.C.S., Eng., Dean; William B. Hazard, M.D., Secretary and Registrar. General Departments: Louis Bauer, M.D., M.R.C.S., Eng., Professor of Principles and Practice of Surgery and Clinical Surgery; Algernon S. Barnes, M.D., Professor of Obstetrics and Diseases of Women; Robert M. King, A.M., M.D., Professor of Physiology, Histology, and Clinical Medicine; William G. Moore, M.D., Professor of Materia Medica, Therapeutics, and Clinical Medicine; G. Wiley Broome, M.D., Professor of Anatomy; George W. Hall, M.D., Professor of Practice of Medicine and Clinical Professor of Infantile Diseases; Frank L. James, M.D., Professor of Chemistry and Toxicology. Special Departments: William B. Hazard, M.D., Professor of General Pathology and of Nervous and Mental

Diseases; L. H. Laidley, M.D., Professor of the Theory and Practice of Gynecology; R. A. Vaughan, M.D., Professor of Diseases of Children, with Clinic; Joseph G. Lodge, Esq., Professor of Medical Jurisprudence; John T. Larew, M.D., Professor of Minor Surgery; A. D. Williams, M.D., Professor of Ophthalmology and Otology; Edward F. Raband, M.D., Lecturer on Pharmacy; G. Wiley Broome, M.D., Demonstrator of Anatomy.

THE ST. LOUIS SCHOOL OF MIDWIVES was founded in 1854 as Mrs. Carpentier's School of Midwives, and graduated one class after a four months' term of instruction each fall. It was incorporated and placed under its present director, Dr. George J. Engelmann, in 1874, with an English and German class. Dr. W. E. Fischel was the instructor of the English class. This was given up after three years' trial, as there seemed to be no demand for instruction by English-speaking women, and now only the German class is held. Two courses are given annually, one continuing from March 1st to June 12th, the other from September 1st to December 18th. The names of the incorporators were Dr. George J. Engelmann, Mrs. L. Carpentier, Dr. G. Baumgarten, Dr. John T. Hodgen, Dr. Ph. Weigel, Dr. A. Wislizenus, the latter four constituting the board of advisers. The present board consists of Dr. A. Wislizenus, president; Dr. G. Baumgarten, secretary; Dr. Hugo Kinner, and Dr. George J. Engelmann. The school is held at the residence of Mrs. Carpentier, 911 Chouteau Avenue.

THE COLLEGE FOR MEDICAL PRACTITIONERS was incorporated April 11, 1882, and its first session commenced Nov. 11, 1882. It is intended to be what is indicated by the name, a school for instruction in special branches, but does not grant diplomas, only certificates of attendance upon the lectures in one or more branches or in the full course as the case may be. The faculty consists of the following: Thomas F. Rumbold, M.D., Professor of Diseases of the Nose, Throat, Ears, Lungs, and Heart; Edward Borek, A.M., M.D., Professor of Diseases of Children and Clinical Surgery; Hon. Frederick T. Ledergerber, Professor of Law, Forensic Medicine, and Toxicology; W. B. Outten, M.D., Professor of Railroad Surgery; J. H. McIntyre, A.M., M.D., Professor of Gynecology. Besides the instruction imparted by these members of the faculty lectures have been given by William Dickinson, A.M., M.D., Professor of Ophthalmology; B. Roemer, M.D., Professor of Diseases of the Nervous System and Venereal Diseases; Garland Hurt, M.D., Etiology, Hygiene, and Management of Diseases; A. H. Ohmann-Dumesnil, A.M., M.D., Skin Diseases; H. Marks, M.D., Demonstrator of Anatomy, Lecturer on Pneu-

¹ This institution, though having the same name, is entirely distinct from and independent of that just mentioned, which still has a legal though not an actual existence.

monia. Non-resident professors: David Prince, M.D., Plastic Surgery, Electro-Therapeutics, and Massage; William A. Byrd, M.D., Surgical Lesions of the Abdominal Viscera; Hiram Christopher, A.M., M.D., Medical Chemistry and Urinology; A. E. Prince, M.D., Demonstrator of Operative Ophthalmology.

THE ST. LOUIS COLLEGE OF PHARMACY was organized in the spring of 1865.¹

At first the meetings of the college were held in the dispensary building of the St. Louis Medical College, and the chairs originally established were those of chemistry and botany, materia medica, and pharmacy. At this time the officers and faculty of the college were:

President, A. Leitch; Vice-Presidents, E. L. Massot and E. Sauder; Corresponding Secretary, J. O'Gallagher, M.D.; Recording Secretary, C. L. Lips, M.D.; Treasurer, M. W. Alexander; Register, J. R. Coleman, M.D.; Board of Trustees, *ex officio* the officers of the College, E. L. Massot (chairman), J. McBride (secretary), Col. J. O'Fallon, Henry Shaw, I. H. Sturgeon, Drs. J. Barnes, C. Roesch, J. Laughton, M. M. Pallen, G. Engelmann, J. T. Hodgen, and Messrs. W. Primm, H. Kirehner, T. Kalb, F. W. Sennewald, E. Fasold, W. D'Oench; Faculty, A. Wadgymar, Professor of Chemistry and Botany; J. S. B. Alleyne, M.D., Professor of Materia Medica; J. O'Gallagher, M.D., Professor of Pharmacy.

The college is now located at the southeast corner of Fifth and Olive Streets, and its officers are F. W. Sennewald, president; Charles Getner, vice-president; Edmund P. Walsh, secretary; W. C. Bolm, corresponding secretary; and S. Boehm, treasurer.

Hospitals, Dispensaries, Medical Charities.—**ST. LOUIS MULLANPHY HOSPITAL (SISTERS' HOSPITAL).**—It was in 1828 that the Sisters' Hospital was first instituted. In that year John Mullanphy donated to Joseph Rosatti, then bishop of the Catholic diocese, in trust for this hospital, one hundred feet of ground fronting on Fourth Street and running to Third Street, on the south side of Spruce Street. A small building was erected at first, the remainder of the lot being devoted to a garden and orchard. As

occasion required new buildings were erected, until not only the whole frontage on all three streets was covered, but the rear of the lot also, leaving a large area in the centre, used as a promenade by convalescent patients. The first building occupied by the sisters was a log cabin. The four sisters who came here in 1828 were Sister Frances Xavier, who was the first Lady Superior here, Sister Rebecca Dellone, Sister Frances Regis, and Sister Martina. They were members of the order of the Sisters of Charity of St. Vincent de Paul, which was established at Emmittsburg, Md., in 1809, by Mother Seton, a daughter of Dr. Bailey, a celebrated surgeon of New York City. In 1831 four more sisters joined the little community in St. Louis.

In 1831 the corner-stone was laid of the brick building which stood so many years on the corner of Fourth and Spruce Streets. It was the first hospital of the kind established west of the Mississippi, and it has acquired the unquestioned confidence of the community. It is not, however, a public charity in the general acceptation of the term. The public use it, but it is intended to be and should be self-sustaining. Those who are able, go there and pay for attendance, preferring it either to a public or a private hospital, and strangers especially and persons who have no homes of their own prefer it generally to other institutions of the kind.

In the growth of the city westward the original location became an undesirable one for a hospital, and in the middle of July, 1874, the patients were removed to a fine new building in the western part of the city, one square east of Grand Avenue. The building fronts on Montgomery Street, toward the south; the north side is on Cardinal Street, the east side on Colman Street, and the west on Bacon Street.

The cost of the building was not far from one hundred and fifty thousand dollars. The area of the site was five hundred by two hundred and fifty-five feet. The hospital buildings present a stately appearance as one approaches the place along Grand Avenue, the vast pile of brick looming up, with the white facings, above the surrounding elevations. The main buildings, together with the east and west wings, are four stories high, while the connecting wings have a height of only three stories. The interior arrangements of the hospital are all that modern improvements could suggest. The buildings will accommodate three hundred patients comfortably, and contain fifty private rooms, which are all large and elegantly furnished, also large and well-ventilated wards devoted to the different departments of medicine and surgery. The specialties are thoroughly recognized, and we find

¹ "The opinion has long prevailed among the members of the medical profession and the body of apothecaries of St. Louis that some measure should be taken for the scientific development of pharmacy in this city by more highly educating the apothecaries' clerks, and protecting the interests of both classes against the baneful influence of illiterate men. At several preliminary meetings of physicians and apothecaries to consider the steps necessary for the above purpose an organization was perfected, and now we have established among us a College of Pharmacy. The institution, though yet in its infancy, bids fair to stand firmly, and, like similar institutions of Eastern cities, to exert a highly beneficial influence upon those whom it most nearly concerns. Already its list of members is large, and rapidly increasing from day to day."—*Republican*, April 1, 1865.

distinct departments of surgery, general medicine, diseases of the chest and throat, diseases of women, and diseases of the eye and ear. In addition to the usual hospital accommodations, there is also a large and rich polyclinic, consisting of the departments of surgery, medicine, diseases of chest and throat, diseases of women and children, and diseases of the eye and ear. In these clinics patients are treated gratuitously, and medicine is furnished at moderate rates.

There are at present twenty sisters connected with the hospital, the entire institution being in charge of Sisters Theresa and Servente.

The names of the Sisters Superior who have had charge of this hospital, with their terms of service, are the following: Sister Frances Xavier, for five years; Sister Rebecca Delorne, for one year; Sister Seraphina, three years; Sister Alexis, twenty-five years; Sister Anacaria, two years; Sister Mary Rosa, four years; Sister Theresa, one year. The medical staff at present comprises the following: E. H. Gregory, M.D., surgeon-in-chief; N. B. Carson, M.D., surgeon; P. Y. Tupper, M.D., assistant; S. Pollak, M.D., surgeon to department of eye and ear; W. C. Glasgow, M.D., physician to department of diseases of the chest and throat; L. L. McCabe, M.D., physician to male medical department; B. T. Whitmore, M.D., assistant; G. A. Moses, M.D., physician to female medical department; F. A. Glasgow, M.D., assistant.

Dr. E. H. Gregory, surgeon-in-chief of the hospital, was born near Russellville, Ky., Sept. 10, 1824. He was educated in Kentucky, at an institution of which his father had charge. He graduated in medicine from the Medical Department of the St. Louis University in 1849, and after practicing medicine for two or three years in Cooper and Morgan Counties, Mo., removed to St. Louis in 1852. He has been connected with the St. Louis Medical College as Demonstrator of Anatomy and Professor of Surgery since 1852, and has for many years been at the head of the medical organization of the Sisters' Hospital. He is a popular lecturer, an able surgeon of conservative tendency, and has had the best success in ovariectomy of any operator in St. Louis.

ST. ANN'S WIDOWS' HOME, LYING-IN HOSPITAL, AND FOUNDLING ASYLUM.—This institution was organized May 12, 1853, and was incorporated in March, 1859, in the name of the Sisters of Charity. It was originally situated in the southern part of the city, on the corner of Marion and Minard Streets, in a house hired for the purpose. The present building on the southeast corner of O'Fallon and Tenth Streets was erected in 1857-58, and was first

occupied Sept. 8, 1858. The physicians who have had professional charge of the lying-in hospital were Dr. L. Ch. Boislinière, from 1853 to 1861; Dr. Shumard, 1861 to 1865; E. L. Feehan, 1865 to 1874; Dr. William Reilly, 1874 to 1879; Dr. A. A. Henske, from 1879 to the present time.

The ground on which this building was erected was donated by Mrs. Ann Biddle, and the institution takes its name from her. The lying-in patients accommodated in this hospital (including private patients) number from one hundred and twenty-five to one hundred and fifty per annum. The number of infants received (born in the house and brought thither as foundlings) was three hundred and eighty-five in the year 1882.

ST. VINCENT'S INSTITUTION FOR THE INSANE, situated on the southeast corner of Marion and Decatur Streets, was founded Aug. 10, 1858, by the Sisters of Charity. The archbishop by way of encouragement gave them a lease for ten years on their present building, which was originally built for an orphanage. By 1867 the sisters had paid for the house. During the next year they built an addition and raised the old building one story. There is now a centre building fronting on Decatur Street and two wings. In 1881 the sisters were incorporated under the name of St. Vincent's Institution for the Insane, under the management of the Sisters of Charity, with Sister Julia as superior. The building is large, well ventilated, and fitted up with every convenience necessary for an institution of that character. The grounds on which the building stands cover an entire block, and are laid out in shady walks. All classes of insane persons and of all denominations, without regard to the duration of the disease or its curability, are admitted; also a limited number of those addicted to the use of opium and other stimulants to excess. A farm belonging to the institution, a short distance in the country, affords a source of much pleasure and recreation for the patients during the spring and summer. The asylum is private. Patients who are able pay, and what is left after defraying the actual expenses goes towards the support of the charity patients, of whom there is an average of forty-five in the house. Dr. John A. Seavy was the first physician in charge of the institution, and its present medical attendants are Dr. Jerome K. Bauduy, who has been the attending physician for nearly a score of years, and Dr. A. B. Shaw, who has recently been associated with him.

DISPENSARY.—As heretofore stated, the first free dispensary for the gratuitous treatment of the poor was established by Drs. S. G. Moses, William Mc-

Physicians, George Johnson, J. B. Johnson, C. A. Pope, and Joseph Clark. Drs. Beaumont and Hurdage Lane were the consulting physicians. The six young physicians first mentioned pledged each other that they would each give an hour a day to the work at the dispensary and take charge of out-door cases in one of the city wards, and that they would carry on the work for five years. The out-door service in the different wards was changed every six months, so as to equalize the work as much as possible. Dr. Moses was president of the organization. Through the kind offer of Dr. Eliot, the basement of the Unitarian Church, which then stood on the northwest corner of Pine and Fourth Streets, was placed at their disposal, and was occupied for some years. At the end of the first year the dispensary was several hundred dollars in debt. At that time an ordinance was passed by virtue of which the president of the dispensary was made an honorary member of the Board of Health, and an appropriation of five hundred dollars per annum was secured, thus enabling them to procure a stock of medicine and lighten the expense materially. A number of philanthropic citizens contributed generously to the support of the undertaking, among whom the Mullanphy family may be mentioned specially. Collections were taken up in the churches for the same object. Gradually the debt was extinguished, and when the dispensary was given up, seven years after its establishment, it owed nothing. It was discontinued because the city established a public dispensary and withdrew the appropriation for medicines for this charity. The colleges also had established dispensaries, and the original dispensary seemed to be no longer needed.

CITY HOSPITAL.—At the meeting of the City Council on the 10th of July, 1845, an ordinance was passed directing the appointment of a committee of five to select a building site and cause plans to be made for a city hospital. The committee selected a tract of ground, embracing about twenty-eight acres, in the city common, at the head of Soulard Street and west of St. Ange Avenue, bounded north by Linn Street and south by Lafayette Avenue, the same ground where the hospital now stands. This site was originally occupied by the St. Louis cemetery. The land was surveyed by Henry Kayser, city engineer, and contracts were awarded in August of that year for the construction of the building. The hospital was partly completed (the original plans as prepared by Thomas Walsh were not fully carried out), and was immediately put to use in August, 1846. The building was then one hundred and eleven feet long by fifty and a half feet wide, which was but the northern half of

the whole front, originally designed to be two hundred and thirteen feet in length, with extended wings on each side running westwardly. It was three stories in height, inclusive of stone basement nine feet above ground. Besides rooms for domestic purposes and officers' quarters, there were on the principal floor three wards for patients, and on the second floor six wards. The wards measured from nineteen by nineteen and a half to nineteen by thirty-eight feet. The part of the building then completed cost \$17,068.57. Drs. John S. Moore and M. M. Pallen, health officers under Mayor Bernard Pratte, were appointed to take charge of the hospital, and to have the sick removed from the St. Louis Hospital, where they had previously been attended to at the city's expense.

The succeeding mayor, Peter G. Camden, was empowered to appoint, by and with the consent of the Council, a resident physician to serve one year at a salary of two hundred dollars per annum; four attending physicians, to be selected from the medical schools of the city alternately, each physician to serve three months; four consulting physicians to serve one year, and one steward and one matron, at a yearly salary, respectively, of six hundred and two hundred dollars.

The hospital could accommodate about ninety patients, and was supplied with few conveniences. The grounds were not inclosed. The following was the staff of officers under the first organization: Dr. David O. Glasscock, resident physician; Col. N. Wyman, steward; Mrs. Susan F. Wyman, matron; Drs. B. Bush Mitchell, J. B. Johnson, Charles A. Pope, and Thomas Barbour, attending physicians; Drs. William Beaumont, John S. Moore, Thomas Reyburn, and J. N. McDowell, consulting surgeons. The second resident physician was Dr. D. M. Cooper, assisted by Drs. E. F. Smith and John T. Hodgen. Dr. David Prince, now of Jacksonville, Ill., was resident physician of the hospital during the cholera season of 1849 until the epidemic had to a great extent subsided, when he was succeeded by Dr. T. Y. Bannister, who held the position until 1857. He was succeeded by Dr. O. C. Johnson, and he by Dr. L. T. Pine; then followed in order Drs. A. Jaminet, J. V. L. Brokaw, R. H. Paddock, Charles Spinzig, J. W. Hall, E. D. Clark, J. G. Morgan, T. F. Prewitt, G. Hurt, and D. V. Dean, who still holds the position, and under whose charge the institution has been greatly improved in efficiency and equipment, while the expense of administration has been materially diminished.

On May 15, 1856, the hospital was almost wholly destroyed by fire, which broke out about three o'clock in the morning in the lecture-room in the southwest wing of the building, and in a few hours only a ruin

was left. The patients were all removed, and those who were unable to assist themselves were carried to the Sisters' Hospital at Fourth and Spruce Streets, where they were cared for. Only one life was lost, that of an insane Italian, who rushed back into the flames after having been once rescued. Arrangements were then made for the use of a part of the United States Marine Hospital and of the buildings on the county farm until the hospital could be rebuilt. In May, 1857, the main building and extension of the hospital were completed, but were not occupied until the following July. The total cost of rebuilding the hospital was \$46,079.16; the engines, outhouses, fences, etc., cost about \$16,000.

The grounds of the hospital contain some eight acres. An ornamental garden about forty feet wide lies between the front of the building and Linn Street, on which it fronts. The main building is in the shape of an "L," the wing facing toward Lafayette Avenue.

During the years 1873-74 a new wing was erected on the Lafayette Avenue side of the lot four stories in height, including the basement. It is "T"-shaped, measuring thirty-four by one hundred and twenty feet and thirty-eight by fifty-six feet. This has relieved to a considerable degree the overcrowded condition of the hospital, but the building is still inadequate to the requirements of so large a city as St. Louis.

THE HOUSE OF INDUSTRY was opened Oct. 1, 1872, for the reception of patients, and was devoted to the treatment of women who were sent thither on certificate of the examining physicians under the "social evil" registration law. Dr. E. P. Powers was the resident physician until the spring of 1875, when Dr. P. V. Sehenek was appointed to that position, and the hospital was made a general female hospital for the reception of all the female patients of the city, except such cases of emergency and night cases as cannot be carried to such a distance. The building is a fine brick structure, situated upon high ground in the western part of the city, one mile west of Tower Grove Park. The present superintendent is Dr. George F. Hulbert.

THE UNITED STATES MARINE HOSPITAL,¹ for the treatment of sick and disabled seamen of the merchant marine, is situated on Marine Avenue, south of the United States Arsenal, in the southern portion of the city overlooking the river, and is distant about three miles from the custom-house. The surgeon in

charge is Dr. Henry W. Sawtelle. The local quarantine station is about twelve miles below the city, and during the sickly season all vessels hailing from epidemic regions are carefully inspected, good accommodations being provided for those persons who are detained for examination or treatment.

By the act of 3d March, 1837, an appropriation was made, and authority given the President of the United States to cause to be *selected suitable sites for marine hospitals on the Western waters for the benefit of sick seamen, boatmen, and all other navigators on the Western rivers and lakes*, restricting the number to three on the Mississippi, three on the Ohio, and one on Lake Erie. To accomplish its provisions the President was authorized to call to his aid a board of the medical staff of the army. The commission appointed under the provisions of this act reported in November, 1837, which report was laid before Congress with the documents accompanying the President's message to the second session of the Twenty-fifth Congress. In that report, among other sites selected and contracted for, was one at St. Louis, for the sum of seven thousand four hundred and sixty-eight dollars.

The board of surgeons, in their report, state: "From the most authentic information in their reach, there were at that time navigating the Ohio and Mississippi Rivers 638 steamboats, requiring the employment of 15,950 hands, and the number of officers and hands navigating those rivers in keel- and flat-boats was estimated at 30,000, making the aggregate number engaged in navigating those rivers 45,940 men." The same report, when remarking on the site selected at St. Louis, says, "St. Louis, as the site selected for the third and last hospital on the Mississippi River, presents such superior and evident claims over every other town on the upper portion of the river that it is hardly necessary to enumerate them."

By the act of the 29th of August, 1842, Congress appropriated the sum of seven thousand four hundred and sixty-eight dollars, the amount which had been stipulated in the contract made by the board of surgeons with William C. Carr for the site selected by them at St. Louis. The money not having been appropriated and paid within the time stipulated, Mr. Carr having declined executing the conveyance, and no further action having been taken by Congress, the money appropriated reverted back to the treasury.

The Treasury Department, however, contracted for the maintenance of patients at the Charity Hospital in St. Louis, at three dollars per week for each one, board, lodging, nursing, medical attendance, etc., supplied by the hospital. At these prices the funds

¹ The author is indebted for the greater part of the material from which this sketch is compiled to Dr. Henry W. Sawtelle, surgeon in charge of the United States Marine Hospital.

assigned went but little way in supplying the numerous persons claiming aid.

On the 13th of January, 1846, Hon. James H. Relfe introduced into Congress a resolution instructing the Committee on Commerce to inquire into the expediency of establishing a marine hospital at St. Louis. The necessary legislation was secured, and a board of surgeons appointed in 1848 to select a site, the amount of the purchase-money being limited to ten thousand dollars. In 1849 the additional sum of twenty thousand dollars was appropriated. A site was selected on the ground known as the Magazine lot, situated about half a mile below the United States Arsenal, and between Carondelet Avenue and the Mississippi River, which was transferred to the medical service by the War Department in 1850. In January, 1852, the hospital was under roof, and about the 1st of August, 1855, was occupied by the Marine Hospital patients, who were then divided between the City Hospital and the Charity Hospital. After the act passed for the erection of the Marine Hospital, Dr. J. N. McDowell was appointed hospital physician.

The building erected in 1855 is a parallelogram, one hundred and eight feet by eighty-seven. It has three floors, a basement, an attic, and a cupola, and the roof is pyramidal. Each floor on both east and west sides has open porticoes, fifty-four feet by ten, which are connected with the wards by large central and end halls. On each floor are eight large rooms or wards, with small rooms on the extreme corners, which open into the side hallways. The kitchen, convalescents' and attendants' dining-rooms, dispensary, office, and surgeon's quarters are on the first floor, the wards for patients being on the second and third. While the external conditions are excellent, the grounds being high and rolling, with a free circulation of air, the internal arrangements, both as regards ventilation and easy management, are defective, the only escape for the impure air, except through the windows and doors, being found in the octagonal cupola, four sheet-iron pipes passing through the roof, six small skylights, and four wooden shafts opening from the outside into the east and west attic rooms, with no provision to convey the foul air from the wards to the attic.

During the civil war the hospital was used for the sick and wounded of the army, and to meet the emergency temporary wards were constructed of rough material after the barrack plan on three sides of a square just north of the main building, the stone walls around the court forming an oblong square, within which were built a large stone powder

magazine and a wooden tank-house. The wards are four hundred and fifty-one feet in length, nineteen and one-fourth in width, and nine and one-half in height, which, with the present average number of patients, gives sixteen hundred and forty-nine cubic feet of air-space per man. They are well ventilated by thirteen wooden shafts passing through the centre of the roof. A piazza extends entirely around the outside of the building.

Three experiments have been made at heating the main building. Originally hot-air furnaces were used, and subsequently fireplaces and stoves, which in turn gave place to a steam-heating apparatus. Through some defect, however, sufficient heat could not be maintained by the latter method, and the apparatus was removed several years ago. Stoves and open grates have since been depended upon. The pavilion wards are also heated by means of large stoves.

In the autumn of 1879 the temporary pavilion wards were repaired sufficiently to make them suitable for winter use. The walls were clap-boarded, a new composition roof and stone porches were built, and the open spaces under the veranda sheathed. During the summer of the same year an abundant water supply was obtained by tapping the city main on Marine Avenue in front of the hospital, and the old tank-house was torn down, together with the remaining portion of the stone wall at the south end of the court which originally formed the square. The stone powder-house or magazine still remains, and is used to accommodate the engine, boiler, and laundry. Ground was broken for the new executive building of the hospital Sept. 15, 1881, and the building was completed and ready for occupation Feb. 15, 1882. The plans were prepared under the direction of the surgeon-general. The building stands on the northwest portion of the reservation, commanding a fine view of the river and surrounding country. It is a brick structure, forty-four feet front by forty-two, with limestone caps for the windows and doors, and a veranda in front, and is connected with the pavilion wards by a covered way. It has two floors and a basement, attic and observatory. The basement rooms are used principally for store-rooms.

The surgeon's office, reception-room, dispensary, and operating-room are on the first floor, and the second floor is occupied as quarters for the steward and attendants. The main hall is ten feet wide, with a marble-tiled floor, and the interior trimmings are of Eastlake design. All the doors have transoms, which operate by patent fastenings. The rooms are provided with ventilating registers which open into

flues and terminate in the attic, from which point tin tubes are carried immediately under the slate roof to the ventilating louvres in the roof lunettes of the observatory. The first floor is heated by a furnace and open grates, with anthracite coal as fuel. The second floor is heated by means of small stoves. The dispensary, operating-room, and officers' bath-room are provided with hot water from a cylinder boiler, with proper attachments to a small base-heater. The building contains all the latest improvements and conveniences, and is admirably adapted for its purposes.

QUARANTINE HOSPITAL.—Prior to 1854 the quarantine station was on Arsenal Island, but as the southern part of the city became more densely peopled, objections were made to the hospital being kept in that location, and arrangements were made for its removal to a location some eleven and a half miles south of the city. In 1855 two small, badly-ventilated buildings were constructed for the reception of such patients as might be taken from the boats, and a stone house already upon the property refitted for the residence of the officers. In 1867 four large buildings upon Arsenal Island were removed to quarantine, and thus a first-class hospital was established there. This hospital was discontinued as a general hospital, but is continued now as a small-pox hospital, and during the yellow fever season of 1878 yellow fever cases were taken there. Dr. A. Montgomery was the resident physician in 1867; in 1869, Dr. Thomas Fox had charge, and in 1870, Dr. Robert A. Burgess. Then followed Drs. S. H. Brokaw and R. A. Anderson. The latter officer was in charge of the hospital when it was discontinued as a general hospital.

ST. LUKE'S HOSPITAL.—Two preliminary meetings were held in the early part of the month of November, 1865, in a room in the Mercantile Library by a few zealous Episcopalians, for the purpose of considering the advisability and the need of establishing a hospital for the sick, and for furthering other church work in a portion of the city needing the labors of a missionary. Those present were Rev. J. P. Cannon, M.D., and William H. Thompson, R. H. Spenger, H. S. Brown, J. R. Triplett, E. H. Mead, B. E. Walker, Charles Thaw, R. M. Wilson, W. T. Mason, E. A. Corbett, E. P. Curtis, M. N. Burchard, J. Percival, F. A. Lane, Henry Brown, V. W. Knapp, Herbert Bell, M. Williams, James Mitchell, W. B. Crittenden, and Mr. Donaldson.

At their suggestion a meeting was called by Bishop Hawks in the basement of St. George's Church of the rectors and members of the Episcopal Church in the city, to which the whole matter was referred. At

that meeting there were present of the clergy the Rev. Drs. Berkley and Schuyler, and the Rev. Messrs. McKim and Spencer; of the laity, J. P. Down, J. W. Luke, Edward Mead, R. H. Franklin, J. F. Madison, Francis Hawks, H. S. Brown, Charles Mauro, Judge W. F. Ferguson, and Dr. J. J. Clark. Articles of organization were approved, and the name "St. Luke's Association" was adopted.

A building was erected for a hospital on an elevated plateau with spacious grounds between Ohio and Sumner Streets, and was in many respects admirably adapted to the purpose. The first patient was not admitted until the following April. The first medical staff was composed of Drs. J. B. Johnson, J. S. B. Alleyne, J. J. McDowell, J. J. Clark, E. S. Lemoine, F. V. L. Brokaw, T. F. Prewitt, and James P. Gallagher.

During the summer of 1866, St. Louis was visited by that fearful scourge, Asiatic cholera, and St. Luke's Infirmary was thrown open to the public for gratuitous treatment of cholera patients during its continuance. The history of the hospital was for years one of financial embarrassment and painstaking, earnest endeavor on the part of the board of trustees to secure and wisely dispose of the funds necessary to make it a success.

In September, 1867, an important step was taken in the right direction. It was resolved "that, for the purpose of insuring greater efficiency in the household management, a board of lady visitors be constituted, to consist of two ladies for each city parish." The experience of over three years convinced the friends of the hospital that in its then location it was too far removed from the centre of population, and particularly inaccessible for surgical patients brought in from railroads and demanding immediate care. A removal was, therefore, determined upon and effected in the month of March, 1870, to the corner of Elm and Sixth Streets.

Upon this removal rooms were furnished by the ladies of Christ Church and St. George's, and also the Good Samaritan room by Mrs. Triplett. A new interested seem to be aroused among the ladies by reason of the nearness and accessibility of the hospital. In November, 1873, Dr. Pottinger was elected visiting physician, and Dr. Hodgen invited to act as surgeon-in-chief, and Dr. Pallen as assistant. In June, 1873, the hospital was removed to a building on the north side of Pine Street, between Ninth and Tenth Streets.

At the annual meeting in 1874 the board reported the hospital as entirely out of debt. For some years every effort has been put forth to secure the means for erecting a building for the hospital. This has at

length been accomplished, and now the hospital (the corner-stone of which was laid on the 26th of June, 1881) is located at the northeast corner of Washington Avenue and Twentieth Street. The structure, which cost forty-one thousand dollars, is built on land donated by Henry Shaw, and was dedicated on Whitsunday, May 28, 1882. Messrs. Barnett & Taylor were the architects of the building, in the internal arrangements of which, under the supervision of Dr. John Green, every device and appliance for the care of the sick suggested by modern science has been carried out. The outside walls are double, with air-chambers between, and the floors are of marble or of yellow-pine stained and waxed. The other woodwork is of sweet-gum, with ash and cypress, oiled. The plumbing and ventilation are in accordance with strict sanitary conditions. There is a fire-proof Whittier elevator, large enough for a cot and patient, and the rooms are furnished luxuriously, most of them being memorial gifts, as, for instance, the reception-room, furnished by Mrs. Kennett; the waiting-room, by Mrs. Sides; the private parlor, by Mrs. Foster; two rooms to the memory of the late Dr. John T. Hodgen, by E. C. Simmons and Mrs. Tyler; the Schuyler room, by Christ Church; the Holy Communion room, by the church of that name; Trinity room, by Trinity Church; Mount Calvary room, by Mount Calvary Church; the Susan R. Larkin, St. Barbara's, and Buchanan memorial rooms, by ladies who withhold their names; and other rooms by Mrs. Wainwright, Mrs. Thornburgh, Mrs. Whitelaw, Mrs. Pickham, Mrs. Plant, Mrs. Dimmock, Mrs. Lewis, and others. The internal management of the hospital since 1872 has been under the control of the Sisterhood of the Good Shepherd.

In that year the Sisterhood transferred their residence from Baltimore to St. Louis, and immediately took charge of the internal management of the hospital. They also have control of the Protestant Episcopal Orphans' Home, which they relinquished in 1874 to establish the School of the Good Shepherd for Girls. This was carried on for three years at 1532 Washington Avenue, and was then removed to 2029 Park Avenue, where it is now. There are now in the order eight full sisters, one probationer, and three associated sisters.

The present medical staff of St. Luke's Hospital are Drs. H. H. Mudd, junior surgeon; E. S. Lemoine, J. S. B. Alleyne, John Green, W. L. Barret, W. E. Fischel, M. H. Post, William Porter, R. H. Realhofer, G. F. Gill.

THE PROTESTANT EPISCOPAL ORPHANS' HOME, on Grand Avenue, at the head of Lafayette Avenue,

was organized in 1848 by Rev. Whiting Griswold, rector of St. John's Church. Its first site was the corner of Eleventh and North Market Streets. Its present home was erected in 1873 at a cost of forty thousand dollars, on land given by Henry Shaw. It has endowments amounting to about forty thousand dollars, and provides for about sixty children at a time. Carrie V. Burchard is matron, and Rev. Benjamin E. Reed is chaplain.

THE ST. LOUIS EYE AND EAR INFIRMARY, AND INFIRMARY FOR DISEASES OF THE THROAT, was incorporated Dec. 23, 1871. It was located at Nos. 1407 and 1409 North Twelfth Street (between O'Fallon Street and Cass Avenue), and was established for the gratuitous treatment of all poor persons suffering from affections of the eye, ear, and throat. The dispensary was open daily (except Sunday) from 1 to 2.30 o'clock P.M.

The following gentlemen composed the board of trustees:

James E. Yeatman, president, William G. Eliot, John B. Johnson, Albert Todd, Carlos S. Greeley, Henry Hitchcock, William Glasgow, Jr., secretary and treasurer; consulting physicians, J. B. Johnson, M.D., William M. McPheeters, M.D., T. L. Papin, M.D., John T. Hodgen, M.D., E. H. Gregory, M.D., G. Baumgarten, M.D.; attending surgeons, John Green, M.D., H. N. Spencer, M.D., William C. Glasgow, M.D., Charles A. Todd, M.D.

After being sustained for a couple of years at the site mentioned, the staff discontinued their service as such, and Dr. John Green transferred the infirmary to St. Luke's Hospital, in connection with which it is still carried on.

ST. JOHN'S HOSPITAL is one of several enterprises carried on under the fostering care of the Sisters of Mercy, an order established in the city of Dublin, Ireland, by Miss Catherine McAuley. The sisters first came to St. Louis in 1856, and established a school at Tenth and Morgan Streets. As they gained influence and means they undertook other work, and in 1871, at the suggestion of Drs. Papin and Yarnall, they established an infirmary for women and children. This rapidly grew and necessitated enlargement of accommodations and extension of facilities until now, besides the main building on the corner of Morgan and Twenty-third Streets, to which they moved in 1861, wings have been erected on each of those streets, and accommodations are now afforded for one hundred and fifty patients, which can readily be increased to two hundred as occasion demands. The medical service is now under the direction of the faculty of the Missouri Medical College, whose fine building on Twenty-third Street and Lucas Avenue is directly connected with the hospital. One wing of

the building is devoted to male and another to female patients, and different wards are set apart for surgical and medical cases, while there is a considerable number of single rooms which patients can have to themselves with the privilege of employing any physician whom they may choose. The sisters also conduct a school for poor girls, and an industrial school for children, and supply lodging for deserving women out of employment. Mother De Pazzi, the Superior, has been with the convent since its organization.

ALEXIAN BROTHERS' HOSPITAL.—The order which conducts this institution was established in Germany in the fourteenth century, during the prevalence of the plague known as the "black death," and for the purpose of ministering to its victims. It has since been devoted to the care of the sick and insane. The St. Louis branch was established in October, 1869, and chartered March, 1870, with Brother Stanislaus Schwiperich as its first president, and Brother Prochus Schutte as secretary. The first house occupied (a small one) was bought with the grounds in 1870; the present building (the corner-stone of which was laid June 6, 1873) has a front of one hundred and seventy-six feet by a depth of thirty feet, and was opened for patients June 4, 1874. The building, which is situated at Jefferson Avenue and Osage Street, is of an imposing exterior, and is fitted up with every appliance for the care and comfort of its inmates. It will accommodate one hundred patients. The grounds contain about four and a half acres, and bear eloquent testimony to the industry and gardening skill of the brothers. During the year 1881 nine hundred and thirty-six patients were treated. The hospital is open to people of all denominations, and the poor are received without charge, but those able are expected to pay. It is mainly supported, however, by collections and donations. The present officers are Brother Jodocus Schiffer, president; Brother Hubert Cremer, vice-president; Brother Dominic, secretary; Brother Prochus, treasurer. The hospital is attended by Drs. Gregory, Lutz, and Wessler.

THE ST. LOUIS LYING-IN CHARITY AND LYING-IN HOSPITAL.—This charity was incorporated Nov. 30, 1874, its object being "to inaugurate an institution whereby a mother with a family of dependent children could be, in the hour of her extremity, attended to and relieved of her suffering, as also one whereat the sick and helpless of her sex could at all times apply for medical and surgical aid."

A board of directors was appointed, consisting of Drs. John B. Johnson, president; George J. Engelmann, secretary; John T. Hodgen, Philip Weigel, A. Wislizenus, and G. Baumgarten. The medical

staff consisted of Dr. George J. Engelmann, physician-in-chief; Dr. G. Baumgarten, consulting physician; and Drs. E. M. Nelson, Edward Evers, W. Wyman, W. E. Fischel, A. M. Bierwirth, and I. N. Love, attending physicians. The members of the graduating classes at the St. Louis School of Midwives volunteered their services to nurse patients of the charity during the following year.

A committee of prominent ladies from different parts of the city was organized, and took an active part in raising funds, and in other ways extending the influence and usefulness of the organization, while the leading druggists filled gratuitously prescriptions written by the medical staff for patients of the charity. The first patient was attended at her own home under the auspices of the charity Jan. 22, 1875.

One year after the organization of the out-door department it was deemed practicable to inaugurate the hospital. This was done by renting the building 2834 Franklin Avenue, now occupied by the Children's Hospital, which was partially furnished and opened Dec. 1, 1875.

In March, 1877, the hospital was moved to the building on the northwest corner of Clark Avenue and Fifteenth Street, where the work was continued until the close of the year 1879, when it was found necessary to give it up for lack of means to continue it. During the five years of its existence a great deal of good was accomplished.

THE MISSOURI EYE AND EAR INFIRMARY was founded in 1876 by Dr. R. Gebser, and incorporated in August of that year. Dr. Gebser carried on the infirmary at his own expense for three and a half years, until his death, since which time it has been kept up by Dr. W. A. Frazier, who was associated with Dr. Gebser. The infirmary is located at 1304 Chestnut Street, and has been the means of affording relief to a large number of worthy poor.

CONVENT AND HOSPITAL OF THE FRANCISCAN SISTERS.—In 1865 four sisters of the Order of St. Francis (better known as Franciscan Sisters) came from Germany and built a convent near Carondelet, south of the River des Peres. This was burned in 1877, and the sisters removed to St. Louis, purchasing from Father Henry, of St. Lawrence O'Toole's Church, the lot (one hundred by one hundred and twenty-seven and a half feet) on which their convent now stands, at the southeast corner of O'Fallon and Fourteenth Streets. The sisters who first came in 1865 afterwards returned to Germany, but not before others had come to supply their places. In 1877, Sister Bernarda Passman, banished from

Germany for political reasons, came to St. Louis, and was made Mother Superior, which position she has since retained. In January, 1878, the Order at St. Louis was chartered, with Sisters Bernarda Passman, Alfonsa Cornann, and Cecilia Hawig as incorporators. Their house was erected in 1878-79, and Pius Hospital (as they call it) received its first patient on Jan. 1, 1880. The sisters, of whom there are now twenty in the establishment, also provide board and lodging for servant-girls out of place, at low rates and on easy terms of payment.

ST. LOUIS PROTESTANT HOSPITAL.—In the spring of 1881 a "Medical Mission" was organized under the supervision of a committee from the board of directors of the Young Men's Christian Association. Rooms were fitted up in a building that belonged to the association, a small stock of drugs was procured, and a medical staff was appointed consisting of Drs. L. H. Laidley, E. M. Nelson, F. R. Fry, E. W. Saunders, and M. H. Post. Circulars were sent out, and one of the physicians was in attendance at certain hours every day. The dispensary work was carried on under this form of organization, except that Dr. Saunders withdrew from the medical staff, until about the end of the year, when the work was enlarged by fitting up the remaining rooms of the building as a hospital for the reception of patients. In the autumn of 1882 an organization was effected under the name of the St. Louis Protestant Hospital Association, and a charter was procured. The incorporators were E. O. Stanard, E. H. Semple, Charles W. Barstow, J. G. Chapman, S. M. Dodd, George W. Parker, W. P. Mullen, E. P. V. Ritter, George A. Baker, F. L. Johnston, George S. Edgell, James H. Wear, and I. M. Mason.

The officers of the Medical Mission transferred to the new association all their medicines and hospital stores and furnishings. The following gentlemen constitute the medical staff of the hospital, in connection with which the regular dispensary service is still maintained: Drs. L. H. Laidley, E. M. Nelson, M. H. Post, G. Armstrong, W. G. Moore, P. Y. Tupper, and Frank P. Johnson.

It is still the day of small things with this institution, but it promises to become one of great value and usefulness.

ST. LOUIS INSANE ASYLUM.—In St. Louis City and County, up to within a few years, no provision for the insane poor had been made, and the county authorities were finally compelled to make such arrangements as enabled them to send their insane to the State asylum at Fulton. This plan, however, was found expensive and inconvenient, and the ne-

cessity of having a county insane asylum was plainly suggested. The matter came up before the County Court at different times during the years of 1861 and 1862, but no definite action was taken until the 20th of April, 1864, when the motion of Judge Fiske, submitted Dec. 10, 1863, to erect a county insane asylum, was taken under consideration by the court. The original motion contemplated a building with a capacity for one hundred patients, but when the matter came to be discussed it was generally admitted this was insufficient to meet the wants of the county. In the mean time, William Rumbold, county architect, was instructed to prepare plans to be submitted to the court. On the 21st of July, 1864, the first allowance in connection with the project was made by the court for the purchase of a tract of land in the vicinity of the county poor-house, which was deemed advisable to include in the ground, consisting of one hundred and forty arpens. The inception of the enterprise was attended with the usual delays and difficulties. On the 21st of August, 1864, the plan prepared and submitted by Mr. Rumbold was approved, but the work did not commence till late in the fall. The site chosen was an elevated piece of ground a short distance west of the county poor-house, being part of what is known as the county farm, from which there is a wide prospect on all sides of an undulating and fertile country. The work progressed steadily, and as the design of the architect, in character and extent, became evident the magnitude of the undertaking began to excite alarm. Mr. Rumbold always maintained that the building could not have been made smaller and meet the wants of the county, and that the future would even render necessary a further increase of accommodation, and time has shown that even he underestimated the demands that would be made upon the asylum. Mr. Rumbold died during the progress of the work, and was succeeded by Edward Mortimer, superintendent, and John F. Durham, assistant.

The general appearance of the edifice is that of a massive, substantial structure, built to endure, and for a practical purpose rather than for architectural display. It consists of a centre building five stories in height, with wings three stories in height branching out at the east and west sides. Each of these wings terminates in what architects call "an arm," or, more intelligibly, a building broader and higher than the body of the wing, and forming a cross at either end of the edifice. The projections thus formed, and also by the centre building, which is considerably broader than the wings, relieve the structure from monotony of appearance. The centre building is ninety-six

feet by seventy-six feet. The body of each wing is seventy-six feet in length by forty-four feet wide, and the arms are sixty-seven feet in length by forty feet wide. The total length of building is three hundred and thirteen feet ten inches. The foundation walls are built of stone, and are constructed of solid masonry, and descend six feet below the surface of the ground. The basement walls are also of stone, and are strong and solid; their height to floor of first story is eleven feet. At the highest point, the altitude is one hundred and ninety-four feet. In the arms of the wings there are five stories. There are in the entire building about four hundred and thirty-seven windows. On the first story, in either arm of the wings, and also in the main buildings, there are large windows, adorned by beautiful stone pillars of the Corinthian order. The main entrance is on the north side, to which there is an approach of massive stone steps, and is also handsomely ornamented. The walls are of brick, with stone facings, and the stone used in the construction of the base is all North St. Louis limestone, and is a handsome and compact material. All the other cut stone is from Joliet, Ill. On the south side of the centre building there is an open portico, supported by brick piers running up the entire height of the main building, thus affording a pleasant out-door promenade for patients on each story.

The lower part of the dome is of brick, and the dome proper of iron rib work, similar to that of the court-house, covered with copper. There is also an observatory, from which a magnificent view may be obtained.

The interior of the building is admirably arranged for the treatment of insane persons, and is well supplied with every convenience. The ventilation is excellent, and the water supply ample. The boilers and engines, the main kitchen, laundry, and officers' quarters are located in a brick out-building about one hundred feet distant from the main building, which is connected with it by a subterranean railway running through a tunnel of about one hundred and four feet in length, through which food and other necessaries are carried to the main building. The cost of construction, etc., was about seven hundred thousand dollars. The building was first occupied April 23, 1869. The only fault to be found with the asylum is that it is inadequate to the demands made upon it. In the report of N. de V. Howard, superintendent, to Charles W. Francis, health commissioner, April 1, 1881, he says, "I must again call your attention to our crowded condition. Although one hundred and nine patients have been discharged and sixty-six transferred to

other institutions, there are still three hundred and forty-three in a house which was built to contain two hundred and fifty. I can't pack them much closer. The number admitted, two hundred and fifteen, is larger than that of any preceding year. It should be borne in mind that an insane asylum is not like a hotel in that it has 'always room for one more.' If the insane are herded together like sheep they may be expected to fight like tigers. If the overcrowding here becomes much worse you must prepare for the occurrence of homicides and other serious accidents in spite of all the surveillance that can be exercised, and then the cry of bad management will be raised. In my violent hall I have only five available single rooms: it contains thirty-nine patients. One small associate dormitory contains seven patients every night."

The superintendents have been successively Drs. Charles W. Stevens, T. R. H. Smith, William B. Hazard, J. K. Bauduy, E. S. Frazer, and N. de V. Howard, the present incumbent, who has served for seven years. Drs. Bauduy and Frazer were what were then styled "visiting superintendents," Drs. Fichtenkamp, Leffingwell, and Howard being successively the "resident physicians."

THE HOUSE OF REFUGE.—The present building, on Louisiana Avenue, between Gasconade and Osage Streets, was erected in 1858, and cost about sixty-four thousand dollars. It originally consisted of a centre building four stories in height, with wings on the east and west sides of three stories each. When the institution was opened it had a capacity of about three hundred inmates and all the necessary business offices and apartments. Previous to its erection, the building used for house of refuge purposes was the small structure some little distance east, and now used for the female branch of the institution. On the 15th of February, 1865, the east wing and centre of the new building were destroyed by fire. The value of furniture, clothing, and bedding was five thousand dollars. There was an insurance of twenty thousand dollars on the building, which was applied to restoring the west wing. This wing is the principal branch of the institution, and is occupied by the male department. The old building is still occupied by the girls' department. The daily average of children for the year ending April 10, 1881, was two hundred and thirty-four. The amount expended in the maintenance of the institution during the same time was about thirty-five thousand dollars. John D. Schaeffer is the superintendent, and the managers are the mayor, *ex officio*, Theophile Papin, John Schnell, James E. Cowan, and George Bain.

LITTLE SISTERS OF THE POOR.—In May, 1868, several French sisters arrived in St. Louis and established the order of Little Sisters of the Poor. The location of their first house was on Morgan Street, near Eighteenth, but it was subsequently removed to its present location at Nineteenth and Hebert Streets. The incorporators were Hortense Marie, Marie Barnard, Barbara Vackeus, Elizabeth Vergne, Elizabeth M. Neville, Frances Schever, Elizabeth Stern, Marie Brent, Marie Garabalda, and Anselme Bouvidase. The object of the institution is to aid the poor and care for the aged and infirm. The institution was chartered July 14, 1870, and the corner-stone of the present building was laid in the following year. The structure was finished in 1875, and dedicated October 24th of the same year. Although commodious, it was insufficient on account of the increasing number of poor and infirm inmates, and in September, 1882, the corner-stone of an addition which nearly equals the original house was laid. Sister Hortense Marie became first president of the board of officers. She was followed by Sister Marie Blanche, the present manager.

Medical Journalism.—The greatest part of the literary effort of St. Louis physicians has found expression in the pages of medical journals, and the St. Louis periodicals of this class have contained much of real value to the profession. In the order in which they were established, the various medical journals of the city have been as follows:

St. Louis Medical and Surgical Journal.—The first number of this periodical, which was the first medical journal published west of the Mississippi River, was issued in April, 1843. Many other medical journals have been started in St. Louis since its advent, but most of them have had a brief existence, while the *Journal* has continued to the present time, increasing in influence and circulation. Its publication was temporarily suspended during the war, but with that exception and the omission of one issue at the time of the great fire that occurred during the epidemic of cholera in 1849, it has appeared regularly from the time of its establishment to the present day. The founder of the journal was Dr. M. L. Linton, who was at first the sole editor and proprietor, but after a time he associated with himself Drs. McPheeters and Fourgeaud, the former of whom continued to assist Dr. Linton in the management of the journal until the war. At the close of the war the journal was revived by Dr. T. J. White, who was succeeded in the editorial chair by Dr. G. Baumgarten, who conducted the publication with marked ability for three years. In 1871, Drs. Edgar and Gill

assumed the editorial and business control. In 1878, Dr. Edgar sold the journal to its present proprietor, Dr. Thomas F. Rumbold, under whose management it has been enlarged and its circulation greatly increased. It is at the present writing in the fortieth year of its publication, and is in a very prosperous condition. For three years prior to 1883, Dr. A. H. Ohmann-Dumesnil was associated with Dr. Rumbold in the editorial management. A feature of special interest and value in the journal for several years has been the publication of full reports of the discussions at the meetings of the St. Louis Medical Society. These discussions are reported by short-hand, and then corrected and revised by the publication committee of the society, thus securing a complete report of the meetings, and preserving in a permanent form much valuable medical truth that would otherwise fail to be brought before the profession.

The Missouri Medical and Surgical Journal was started in May, 1845. It was under the editorial management of Dr. R. F. Stevens, and was a twenty-four-page monthly, the subscription price being two dollars per annum. Towards the close of the year it passed into the hands of Drs. J. N. McDowell and Thomas Barbour, the latter of whom assumed the entire charge in April, 1846, Dr. McDowell's time being taken up with the preparation of a work on surgery and surgical anatomy. In May, 1847, Dr. Coons was associated with Dr. Barbour in the conduct of the periodical. At the commencement of the third volume the proprietors congratulated themselves on having a subscription-list of three hundred, and upon the fact that during the preceding few weeks they had received "some fifteen or more new subscribers." In September, 1848, this journal was merged into the *St. Louis Medical and Surgical Journal*.

The St. Louis Probe was established in 1850, by Drs. Coons and Atkinson. It had only an ephemeral existence, and we have been unable to learn any particulars in regard to it.

The St. Louis Medical Reporter was established in 1866 under the editorial management of Drs. O. F. Potter and J. S. B. Alleyne. It was a thirty-two-page semi-monthly. It continued for three years, and was then discontinued. It was ably edited and well printed, and illustrations were liberally used. Changes in the publishing house and editorial management had an unfavorable effect, and after the completion of the third volume the publication was discontinued.

The Humboldt Medical Archives was established in 1868 by Drs. A. Hammer and J. C. Whitehill.

It was designed to be an exponent of the teachings of the school of pathology of which Virchow was the leader, and to take an advanced position in all professional matters. Dr. Hammer's connection with the *Archives* ceased at the end of the first year, but Dr. Whitehill continued to edit and publish it until 1874, about which time he left St. Louis. During a part of this time he was alone, but most of the time he had assistant and associate editors, among whom were Drs. E. A. Clark, E. F. Smith, E. H. Gregory, J. S. Moore, L. Ch. Boislinière, E. Montgomery, A. Hammer, J. S. B. Alleyne, and Thomas Kennard. After the first two volumes were published the word "Humboldt" was dropped from the title, and the journal was known simply as the *Medical Archives*.

The St. Louis Clinical Record was established in 1874 by Drs. W. A. Hardaway and A. B. Shaw, the latter of whom only remained in connection with the journal one year. After two years the journal passed into the hands of Dr. W. B. Hazard, who carried it on until the middle of 1882, at which time the publication was discontinued.

St. Louis Courier of Medicine.—In the fall of 1878 a number of physicians in St. Louis, together with some of their friends, formed an association under the style of the Medical Journal Association of Missouri. The object of the association was to establish and sustain a first-class medical journal, which should be devoted exclusively to medical and scientific matters, and maintain the highest possible standard of literary merit with the best attainable mechanical execution. The officers of the association during its first year were John T. Hodgen, president; H. N. Spencer, secretary and treasurer; P. G. Robinson, G. A. Moses, and John P. Bryson, executive committee.

The name chosen for the new journal was *The St. Louis Courier of Medicine and Collateral Sciences*. The first number appeared in January, 1879, under the editorial management of Dr. A. J. Steele, with Dr. W. A. Hardaway as associate editor, and Dr. E. W. Schauffler, of Kansas City, as corresponding editor. At the end of that year Dr. E. M. Nelson was appointed editor, and has filled that position ever since. Drs. G. A. Moses, John P. Bryson, Isaac N. Love, C. A. Todd, W. A. Hardaway, and W. C. Glasgow have been members of the corps of editors for one or more years, the present staff comprising Drs. E. M. Nelson, W. A. Hardaway, John P. Bryson, and W. C. Glasgow, together with several corresponding editors in other leading Western cities.

At the end of the first year the membership of the association was extended and the name was changed to "The Medical Journal Association of the Mississippi Valley." In 1881 the association was formally incorporated under the name of the Medical Journal and Library Association of the Mississippi Valley. In accordance with an arrangement made in the establishment of the *Courier of Medicine*, the exchanges and books for review are preserved in a library, to which all members of the association have free and unrestricted access for purposes of consultation, and already quite a valuable reference library has been accumulated. This is at present kept with the library of the Medico-Chirurgical Society in the hall of the latter. After publishing the *Courier* for two years an arrangement was made with the medical publishing house of James H. Chambers & Co. by which they assumed charge of the business management, while the association retains control of the literary management, appointing the editor and directing the general policy of the *Courier*.

The arrangement has proved a very satisfactory one. The influence of the *Courier* is constantly increasing, and it has become a very handsome property, as well as a credit to those who have been concerned in founding and carrying it on.

The Alienist and Neurologist is a journal devoted to a consideration of affections of the mind and nervous system. It is a quarterly, owned and edited by Dr. C. H. Hughes, whom long experience as superintendent of the State Insane Asylum and years of special study of all forms of nervous disease have qualified to edit such a journal with credit to himself and satisfaction to the readers. *The Alienist and Neurologist* is making a fine success in every way and constantly gaining in reputation and value.

Medical Books.—The following list comprises the titles and authors of the medical books which have been written by St. Louis physicians so far as the editor has been able to ascertain them:

A Practical Treatise on Diseases of the Eye. By B. B. Carter, M.D. Edited, with additions and test-types,¹ by John Green, M.D. Philadelphia: Henry C. Lea & Co., 1875.

Outlines of General Pathology.² By M. L. Linton, M.D. Lectures on Diseases of the Nervous System. By J. K. Bauduy, M.D. Philadelphia: J. B. Lippincott & Co., 1874.

Reports on Yellow Fever. By W. Hutson Ford, M.D. St. Louis: George O. Rumbold & Co., 1879.

¹ Dr. Green's observations and writings on the subject of astigmatism have made his name known to the profession all through this country and in Europe as well.

² This work appeared first in the *St. Louis Medical and Surgical Journal*, under the title of Medical Essays, by L. Afterwards they were reprinted in a volume, and a small edition published for the benefit of his classes.

Prolapse of the Umbilical Cord, its Causation and Treatment.¹ By George J. Engelmann, A.M., M.D., etc. New York: William Wood & Co., 1874.

The Mucous Membrane of the Uterus, with Special Reference to the Development and Structure of the Decidua.¹ By George J. Engelmann, A.M., M.D. New York: William Wood & Co., 1875.

Labor among Primitive Peoples, showing the Development of the Obstetric Science of to-day from the Natural and Instinctive Customs of all Races, Civilized and Uncivilized, Past and Present. St. Louis: J. H. Chambers & Co., 1882.

The Nurse and Mother. By Walter Coles, M.D. St. Louis: J. H. Chambers & Co., 1882.

Lectures on Orthopedic Surgery. By L. Bauer, M.D.

Diseases of the Ear. By A. D. Williams, M.D. Cincinnati, 1873.

Hygiene and Treatment of Catarrh. By Thomas F. Rumbold, M.D. St. Louis: George O. Rumbold & Co., 1881.

Essentials of Vaccination. By W. A. Hardaway, M.D. Chicago: Jansen, McClurg & Co.

Holmes' System of Surgery. American edition. Sections on Injuries of the Chest, by Alfred Poland; and Injuries of the Abdomen, by George Pollock. Edited by Dr. John T. Hodgen.

The American Encyclopedia of Medicine, now in course of publication by William Wood & Co., has articles on Measles and Roetheln, by Dr. W. A. Hardaway, and on Abortion and its Importance to the General Practitioner, by Dr. George J. Engelmann.

Specialties.—A noticeable feature in the history of the medical profession is the remarkable development of specialism within the past few years. The first department to be differentiated from the rest as a specialty was that concerned with diseases of the eye and ear, and for many years this was the only special department represented in St. Louis. Then the treatment of diseases of the throat became more and more prominent as a special branch of practice, and still later the treatment of diseases peculiar to women, of diseases of the skin, and of diseases of the genito-urinary organs has been made more or less distinctly the work of individuals whose peculiar skill or advantages have qualified them as specialists in these departments. The men whose success and skill have so notably developed this tendency to specialism and whose names are identified with their several departments, in some cases with a national or even European reputation, are still among the active workers of the day. They are now making their records, and their fame is still increasing. They are not yet a part of the history of the profession, but when the time shall come in which it may be proper to commemorate their lives and work, it will be to the historian a pleasant task to note and record the eminent success and skill of a considerable number of St. Louis specialists.

In ending this brief sketch the writer is aware that

¹ These works are cited by all recent writers on gynecology and obstetrics as authorities on the subjects treated in them.

many readers will close the book in disappointment at not finding here the names of the middle-aged and younger men of the profession, who are doing the greater part of the practice and are wielding the strongest influence in the profession and among the laity, so far as matters medical are concerned, at the present time. But it has seemed to him that history deals with work done and records completed, and that a history of the medical profession in St. Louis has to do with the men now living and working here only so far as these men were associated more or less intimately with those whose work is done, or as they are identified with institutions which may be considered permanent elements in the life of the city. In accordance with this view it has seemed to him best to leave unsaid much that might with truth and pleasure be said of men with whom he is daily in more or less intimate association, having full confidence that when the time shall come in which their lives shall be a part of the history of their city, able pens will be found to delineate those lives and set them in their proper places.

Homœopathy in St. Louis.²—The pioneer of homœopathy in Missouri was John T. Temple, A.M., M.D., who settled in St. Louis in 1844. Dr. Temple was a native of King William County, Va., and had a classical and collegiate education, obtained at Lexington, Va. He graduated in medicine at the University of Maryland in 1824, and practiced in Washington, D. C., until 1833, at which time he moved to Chicago, Ill., then a frontier post. In 1843, Dr. Temple became a convert to homœopathy, and in the following year, as stated, removed to St. Louis. In 1848 he established the *Southwestern Homœopathic Journal*, which he maintained for two years, until he went to California, where he remained two years. In 1857 he assisted in founding the Homœopathic Medical College of Missouri, and was its dean and Professor of *Materia Medica* and *Therapeutics* until shortly before his death, which occurred in 1877. Dr. Temple was a skillful physician and worthy man, and was known among his fellow-practitioners in St. Louis as the "Nestor of homœopathy." He was a valuable contributor to the medical literature of the day, many of his articles being copied into foreign journals, and was constantly on the alert to defend the cause of homœopathy. The next in order of arrival was Dr. Spaulding, who moved to St. Louis from Flatbush, N. Y., in 1846. He also was a convert to homœopathy, a man of fine attainments, and an excellent physician. He died two years after his arrival.

² Written for this work by Dr. F. T. Knox, of St. Louis.



T. Griswold Leonard.

During the same year four other homœopaths made St. Louis their home,—Dr. Ira Vail, from Kentucky, a fine physician, who remained only a short time, removing to New Orleans, where he obtained a large practice; Dr. Steinestel, an accomplished scholar and excellent physician, who had a large practice, but died in 1849 of cholera; and Drs. Houghton and Hough, partners, from Tennessee. Dr. Hough died of consumption in the following year, and Dr. Houghton removed to New York in 1853.

Dr. J. T. Vastine, a well-educated physician, came to St. Louis from Pennsylvania in 1849. He won many friends to homœopathy, and became a professor in the Homœopathic Medical College of Missouri. He died in 1872, greatly mourned and honored. He was succeeded in his practice by his son, Dr. Charles Vastine.

Dr. Thomas Griswold Comstock,¹ next in order among the homœopathic physicians of St. Louis, was born at Le Roy, Genesee Co., N. Y., July 27, 1828. His parents, Lee and Sarah Comstock, were natives of Lyme, Conn., and his mother was a lineal descendant (seventh generation) of one of the English Pilgrim families that came over in the "Mayflower." His father was a soldier in the war of 1812, and his uncle, the late Dr. John L. Comstock, of Hartford, was the author of Comstock's "Philosophy," "Geology," "Chemistry," etc., standard text-books, which were popular in the schools of thirty years ago. He also served in the war of 1812 as a surgeon.

Young Comstock, after finishing his education at Le Roy, removed to St. Louis, and studied medicine with the late Dr. J. V. Prather, one of the founders of the St. Louis Medical College, and its first Professor of Surgery. Dr. Prather resigned in 1847, and subsequently the late Dr. Pope received the appointment. The present St. Louis Medical College was then the Medical Department of the St. Louis University. Under the tutelage of Professor Prather, Dr. Comstock entered the Medical Department of the St. Louis University, and in March, 1849, received the degree of Doctor of Medicine.

Immediately after graduation he began to investigate the merits of the homœopathic system of medicine, having formed the idea that in the treatment of some diseases it was superior to the "old school." In 1851 he went to Philadelphia, and having attended lectures, graduated at the Homœopathic Medical College of Pennsylvania.

He then returned to St. Louis and began practice, meeting with flattering success, but, regarding him-

self as still a student, he went to Europe a year later, and spent some time at the medical schools of Berlin, Prague, London, Paris, and Vienna. He remained two years at the University of Vienna, and was admitted to the degree of Doctor of Midwifery after a rigorous examination before the faculty of Vienna, made in the German language.

In 1857, Dr. Comstock returned to St. Louis and resumed practice. Although he had adopted the homœopathic system, he became noted for his conservatism, or, rather, a liberal eclecticism which willingly accepted all that seemed to be good in both schools.

During the late war he was appointed surgeon of the First Division of the enrolled militia of Missouri, but he declined the appointment. He has been attending physician of the Good Samaritan Hospital for twenty years, and at present is one of the consulting physicians. He is a frequent contributor to medical journals, and his writings are characterized by exceptional breadth and vigor.

The cares and responsibilities of a large practice do not appear to absorb him to the exclusion of affairs around him, and he exhibits a keen interest in all movements for the benefit of the community. Among the enterprises which have elicited his warm sympathy and support are the Humane Society and the Citizens' Committee. In religion he is an earnest Episcopalian.

A friend of Dr. Comstock, who has known him intimately for many years, describes his character in the following words:

"He is a man of broad intellect and catholic views. Always liberal in thought, he exercises charity where differences begin. He has acquired various cultures, and made large attainments beyond the limits of his profession. Choice and rare objects of art have an unusual interest for him. The idea of beauty in all its forms seems to delight and fascinate him. The world would have lost a first-class physician, but would have gained in the fields of art had he chosen another profession. He possesses a choice library, probably the most extensive and costly of any physician in St. Louis. It abounds in works not only in the mother tongue, but in learned volumes in Latin, French, German, and other languages, in all of which the doctor is very proficient. He is a man of wide and varied reading in every field of thought.

"As a physician, he stands very high. He could not be content with any abbreviated or partial course of study. He has made himself equally master of the allopathic and the homœopathic systems of practice. He has not only an exact and exhaustive knowl-

¹ Prepared by F. H. Burgess.

edge of his chosen profession, but he also has what culture and science do not always give, a curious run of luck. It seems to follow him in all things. He belongs to that fortunate class of men to whom work and study come easily, and is able to indulge in cultivated tastes and beautiful things. Feeling the need of rest and change, he consigns his patients to proper hands, drops all things, runs off to Europe, attends a course of lectures in London, Vienna, or Paris, gathers up the points of medical advancement there, and comes back as quietly as he went, and resumes an immense practice, and all his home work comes to him again. His ideal of a doctor seems to keep him a perpetual student.

"A full, rounded intellect, well developed, and well informed, characterizes the doctor. He enjoys society and clubs and art, but none the less close application to his professional and literary studies. In the very prime of life, there can be no reason why he should not continue to grow intellectually, and in full ripeness of his years become one of the leading physicians in the West."

Although a general practitioner, his specialty in medicine is gynecology, and in this branch he has superior attainments and a large experience.

Homœopathy made steady progress from 1849 to 1857, during which time Drs. B. M. Peterson, D. R. Luyties, E. A. Fellerer, and others appeared on the scene.

It was in 1857 that the charter of the Homœopathic Medical College of Missouri was obtained by Drs. Temple and Peterson, and in this year also Dr. E. C. Franklin moved to St. Louis from Dubuque, Iowa. This gentleman was already well and favorably known in New York, San Francisco, Panama, and Iowa, but his fame has since become widespread as the "chief founder, teacher, and acknowledged authority in homœopathic surgery." It is due largely to his skill as a surgeon and instructor that homœopathic surgery has reached the proud place it now occupies. Dr. Franklin was converted to homœopathy by being himself cured by homœopathic remedies when all others had failed. In 1860 he was appointed demonstrator of anatomy in the Homœopathic Medical College of Missouri. In 1861 he entered the United States army as surgeon; in 1864 was appointed to the chair of surgery in the Homœopathic Medical College of Missouri, and in 1867 published "The Science and Art of Surgery." Soon after this Drs. Franklin, P. G. Valentine, and others succeeded in prevailing upon the city Board of Health to give the homœopaths a day to lecture in the City Hospital. In 1871, Dr. Franklin was appointed surgeon of the

Good Samaritan Hospital, and in 1876 became dean of the Homœopathic Medical College of Missouri. In 1879 he received and accepted a call to a professorship in the Michigan State University at Ann Arbor, where he now resides.

In 1858, Dr. William Tod Helmuth—another physician who has since won a national reputation—came to St. Louis from Philadelphia. At the age of twenty (in 1853) he graduated in medicine at the Homœopathic Medical College of Pennsylvania, and in two years thereafter was Professor of Anatomy in the same college, which position he held until he came West. In 1855 he published a work entitled "Surgery, and its Adaptation to Homœopathic Practice," a late new edition of which is a large handsome volume, and is a text-book in the homœopathic colleges. In 1859 he was appointed to the chair of anatomy in the Homœopathic Medical College of Missouri, and elected registrar of the faculty. He held the same chair until 1865, when he took the chair of theory and practice. About this time he visited Europe, and on his return, finding disagreements in the faculty of the college, he used his influence in 1869 to aid the establishment of a new medical school, to be called the St. Louis College of Homœopathic Physicians and Surgeons. In this new school he filled the chair of surgery until 1870, when he accepted a call to the chair of surgery in the New York Homœopathic Medical College.

It would be impossible, in so brief a history of homœopathy in St. Louis, to give a sketch of all the physicians, but no history would be valuable for reference or correct in facts that did not allude to one other physician, Dr. G. S. Walker.

George S. Walker¹ was born June 19, 1820, in Allegheny County, Pa. His medical training was preceded by a thorough literary course in Jefferson College, Pennsylvania, from which institution he was graduated in 1844. This preliminary training doubtless laid the foundation for those eminent attainments in literature and art by which he has been especially distinguished among the men of his profession, and which, while they adorn his domestic and social life, give added vigor, precision, and breadth to his medical opinions.

After leaving college he taught for two years in the academies of South Carolina and Georgia, thus confirming and establishing his literary tastes and culture, while at the same time he was constantly exploring the field of professional knowledge. To enlarge and perfect his medical acquirements, he devoted the years

¹ Prepared by F. H. Burgess.



G. S. Walker,

of 1846-47 to attendance upon lectures in the schools of Philadelphia, and then began the practice of his profession near Pittsburgh. Soon, however, the gold fever of 1849 broke out, and Dr. Walker was one of its earliest subjects. Yielding to the prevailing excitement for profitable adventure, he became an "Argonaut," and remained nearly three years on the Pacific coast. With a mind stored with reminiscences of the struggles of those exciting days, he returned to the States by the Isthmian route, entered upon another course of lectures in Philadelphia, and was graduated in 1852. In the previous autumn he had been married to Miss A. C. McKain, of Allegheny City, Pa., a lady whose high social qualities and varied accomplishments, and especially her pure and cultivated taste in music and art, have long made her the delight and ornament of the beautiful home over which she so gracefully presides. Of the four children of this union but one survives, a promising boy, who inherits apparently his father's strength, energy, and fine mental balance, with his mother's refined and delicate tastes.

While visiting St. Louis, in April, 1852, Dr. Walker was so much impressed with its advantages as a field of professional labor that he determined to make it his home. He was then of the allopathic school in medicine, and so remained until 1860. The claims of homœopathy having been presented to his attention, he candidly investigated them and became satisfied of their validity. He did not conceal his convictions, and was summoned by his professional brethren to appear before the medical society of which he was a prominent member and answer to the charge of infidelity to their faith. He replied in a defense which has become memorable as the vigorous protest of an independent mind, but, though unable to answer him, they "cast him out of their synagogue." This, however, was an unintentional kindness, for it resulted in placing him at the head of the new school of medicine.

In May, 1861, Dr. Walker entered the United States army as surgeon of the Sixth Missouri Infantry Volunteers, but acted during the greater portion of his service as brigade surgeon under Gen. Sherman.

He has held the chair of obstetrics, or gynecology, in medical colleges of the city for eleven years, occupying prominent official positions in the medical societies of which he has been a member, and has repeatedly been elevated to the presidency of the Society of Homœopaths. He has also been president of the Western Academy and American Institute of Homœopathy, and an honored member of the American Medical Association (allopathic). In these places and relations his profound learning, his sparkling wit and genial humor, and above all

his great talents and accomplishments have made him of the first consideration, and responsibilities have devolved upon him which were as honorable as they were onerous. He is a member of the Academy of Science of St. Louis, and takes a warm interest in all its proceedings, notwithstanding the absorbing demands of a large and successful practice. He is also a member of the American Association for the Advancement of Science. He was for some time associated with Dr. William Tod Helmuth in the editorial labors of the *Homœopathic Observer*, and with Dr. T. G. Comstock in the conduct of the *Occidental*, medical journals published in St. Louis. His lectures, addresses, and orations, of which a number are preserved in permanent form, have attracted the attention of first-class minds throughout the country.

Dr. Walker has a fine physique, is exceedingly fond of field sports, and devotes to them the brief intervals for recreation which he is able to snatch from absorbing professional labor. He has purchased land near Lake Detroit, Minnesota, on which he is about to erect a cottage for summer resort, where, with his family and friends, he proposes to enjoy his few remissions from arduous professional toil.

A career of such unbroken success and distinction would seem to lack none of the conditions of happiness, but Dr. Walker is no exception to the common rule of life. Death has not spared his household treasures, and he has suffered much and keenly from their loss. He has, however, had the consolation in all his afflictions of the wide and generous sympathy of unnumbered friends.

With unimpaired mental and physical health and vigor, Dr. Walker is still devoted to the labors of his profession.

There are upwards of seventy-five homœopathic physicians in St. Louis, a few of whom are devoting their skill to specialties with marked success. Among the latter may be mentioned Drs. J. A. Campbell, oculist and aurist; J. Martin Kershaw, mental and nervous diseases; and S. B. Parsons, surgery. Dr. Campbell, however, is the only one who has entirely given up general practice.

The first homœopathic pharmacy in St. Louis was established by Dr. Wesselhoeft, and the next by Dr. John T. Temple. Subsequently Dr. D. R. Luyties established one, which in 1859 passed into the hands of R. & H. Luyties. In 1861, H. C. G. Luyties, brother of the doctor, became its proprietor, and is still the owner of what has grown from small beginnings to be one of the finest homœopathic pharmacies in the West. Mr. Luyties edits and publishes a journal called the *Homœopathic News*.

In 1867, John W. Munson opened Munson's Western Homœopathic Pharmacy. Under the successful management of Mr. Munson and his chief assistant, William F. Bockstruck, who is now a partner, this has also become one of the prominent pharmacies of the West. This pharmacy also publishes a journal called *Munson & Co.'s Homœopathic Bulletin*.

HOMŒOPATHIC MEDICAL COLLEGE OF MISSOURI.—On the 23d of November, 1857, the General Assembly of Missouri passed an act to incorporate the Homœopathic Medical College of Missouri, located at St. Louis, and appointed the following trustees: John M. Wimer, George R. Taylor, Robert Renick, Samuel C. Davis, and Gen. Bernard Pratte. This charter was proposed and drawn up by Dr. John C. Morgan, and after revision was enacted through the combined influence of Drs. John T. Temple and H. B. Peterson, who were at that time the leading homœopathic physicians in St. Louis. In 1859, by invitation, several of the most prominent representatives of homœopathy in the West met in St. Louis to make arrangements for the establishment of a college under the charter. In accordance therewith the following persons were appointed professors in the first faculty of the college: R. E. W. Adams, M.D., of Springfield, Ill., Professor of Theory and Practice of Medicine; B. L. Hill, M.D., of Cleveland, Ohio, Professor of Institutes and Practice of Surgery; J. Brainard, M.D., of Cleveland, Ohio, Professor of Chemistry and Medical Botany; A. R. Bartlett, M.D., of Aurora, Ill., Professor of Physiology and General Pathology; E. A. Guilbert, M.D., of Dubuque, Iowa, Professor of Obstetrics and Diseases of Women and Children; John T. Temple, M.D., of St. Louis, Mo., Professor of Materia Medica; and William Tod Helmuth, M.D., of St. Louis, Mo., Professor of Anatomy. The officers of the faculty were John T. Temple, dean, and William Tod Helmuth, registrar.

The calamity of civil war determined the board of trustees to close the doors of the college during the years of 1860, '61, '62, and '63. In 1864 lectures were renewed under more favorable auspices than during any of the foregoing sessions, and an entire change of organization was effected in the faculty by the appointment of resident professors. With but few changes in the faculty the college continued to prosper and had little to contend with until the fall of 1869, when, as has been previously mentioned, Dr. Helmuth organized the "St. Louis College of Homœopathic Physicians and Surgeons," with almost an entirely new faculty.

The Homœopathic Medical College of Missouri,

however, still maintained its prestige and popularity, and though the classes in each were small, both colleges labored with determined zeal and vigor to be foremost in the race for educational preferment. After the close of the second year, in 1871 the new college succumbed and closed its doors.

In the spring of 1872 another college sprang into existence styled the "St. Louis Homœopathic College of Medicine and Surgery;" but it met with such feeble encouragement from the profession that the enterprise was abandoned before the lecture season opened.

From this time until 1880 the college was prosperous and harmonious. At the close of the spring session of that year (1880) the managers of the institution, for financial reasons, decided upon a change, and obtained a new charter and a new name, the "St. Louis College of Homœopathic Physicians and Surgeons." This new enterprise, however, did not meet with the approval of all the profession, and accordingly some of the friends of the old college, under the leadership of Dr. William C. Richardson, issued an announcement for the next season, 1880-81, which contained a "Note to the Alumni and Profession," of which the following are extracts: "The faculty and board of trustees to whom were confided, a few years since, the interests and welfare of the Homœopathic Medical College of Missouri saw fit at the close of the last course of lectures, for reasons best known to themselves, to abandon the name and prestige established during an honorable and praiseworthy career of over twenty years. They have organized an entirely new college, under a new name, ignoring the old, thus throwing the alumni out of an acknowledged Alma Mater." . . . "It is now the intention of the present board, under a new charter, to perpetuate the record and maintain the good reputation of the old institution and its graduates." Accordingly the college was re-established under its old name, and for two years both institutions were maintained.

The number of students in both colleges being about equal to and no more than the former classes of the old college, the faculties of both colleges, though they had become somewhat estranged, were finally convinced that, divided, neither college was likely to prosper. The union of the two faculties was therefore proposed and consummated, and the college, under the old name, the Homœopathic Medical College of Missouri, in the fall of 1882 commenced the college term under more promising auspices and with better educational advantages than it had ever had during its long and eventful history. The following are the officers and faculty for the

present year, 1882-83, viz.: C. W. Spalding, M.D., president; S. B. Parsons, M.D., secretary; William Collison, M.D., treasurer; Philo G. Valentine, A.M., M.D., business manager. *Honorary Board of Trustees*, John M. Harney, John H. Crane, Azel B. Howard, Gen. John W. Noble, Hon. E. O. Stanard, Hon. John B. Henderson, Right Rev. C. F. Robertson, D.D., Bishop of Missouri. *Officers of Faculty*, W. A. Edmonds, A.M., M.D., dean; W. B. Morgan, A.M., M.D., registrar. *Faculty of Medicine*, W. A. Edmonds, M.D., Professor of Diseases of Children, and dean; C. W. Spalding, M.D., Professor of Physiology and Clinical Surgery; William C. Richardson, M.D., Professor of Obstetrics and Gynecology; J. Martine Kershaw, M.D., Professor of Brain, Spinal, and Nervous Diseases; James A. Campbell, M.D., Professor of Ophthalmology and Otolary; Philo G. Valentine, M.D., Professor of Theory and Practice; Adolph Ulemeyer, M.D., Professor of Materia Medica and Therapeutics; W. John Harris, M.D., Professor of Clinical Medicine, Hygiene, and Sanitation; Irenæus D. Foulon, A.M., LL.B., Professor of Medical Jurisprudence; J. T. Kent, A.M., M.D., Professor of Principles and Practice of Surgery; W. B. Morgan, M.D., Professor of Anatomy and Demonstration; Lee H. Dowling, M.D., Professor of Chemistry and Toxicology. There have been upwards of three hundred and fifty graduates of this college since its organization.

THE MISSOURI SCHOOL OF MIDWIFERY was chartered in 1875. It holds two sessions yearly, each of twelve weeks' duration, and has a lying-in hospital attached, and a course for physicians desiring to pursue this specialty. The first president was Alfred E. Reiss, M.D., now dead. He occupied the chair of obstetrics, and the same chair in the Homœopathic Medical College of Missouri. He graduated from the latter college in 1868, and went to Europe, where he spent three years in the Obstetrical Department of the University of Vienna, taking the highest honors. He then entered the Prussian army as assistant surgeon, and had charge of the general hospital at Sedan, for the management of which he received acknowledgment and thanks from the eminent Dr. Bilroth. As a lecturer he had good command of language, and was altogether an excellent instructor.

Dr. Wm. C. Richardson was the first secretary, and

is now president of the Missouri School of Midwifery, and also Professor of Diseases of Women and Children, which chair he also held in the Homœopathic College of Missouri. He graduated in the same class with Dr. Reiss. He was for several years editor of the obstetrical department of the *Western Homœopathic Observer*, and was afterwards editor and proprietor of the *Homœopathic Courier*. In 1876 he published a small treatise on "Cholera Infantum, and other Diseases of Children," and in 1878 a text-book on "Obstetrics," which has become a standard authority, not only in the medical schools of this country but of Europe. He is a fine, free, and ready speaker, and a very successful lecturer.

THE GOOD SAMARITAN HOSPITAL was founded in 1857 by the Rev. Lewis E. Nollau, at that time pastor of St. Peter's Lutheran Church. It was opened in a modest way, occupying a small building which contained about seven rooms. For the first few years it was supported mainly through the per-



GOOD SAMARITAN HOSPITAL.

sonal efforts of Rev. Mr. Nollau, aided by voluntary subscriptions principally from among the German population. Dr. E. A. Fellerer was the first physician, and continued in charge until early in 1859, when Dr. T. G. Comstock was also appointed attending physician. These two gentlemen were the medical attendants until 1862. The hospital was first incorporated in 1859, when a new hospital building was begun, the corner-stone being laid in August of that year and finished in 1861. The board of trustees, to whom the credit of erecting the new hospital was due, were Samuel Plant, Russell Scarritt, Francis Whittaker, Adolphus Meier, Frederick Bolte, Francis Hackemeier, and Rev. Louis E. Nollau. The patients

were removed to the new quarters in March, 1861. The building is situated on Jefferson Avenue, at the head of O'Fallon Street, and is a fine edifice, capable of accommodating one hundred and sixty patients. It was scarcely opened when the civil war broke out. Soldiers wounded at the memorable capture of Camp Jackson, and many patients from the military camps, who at that time could not be accommodated in the military hospitals, were admitted. In the fall of 1861 arrangements were made to care for a larger number of patients from the army for a reasonable compensation from the government. Afterwards the board of directors rented the building to the United States government for use as a military hospital for two years.

The hospital was originally intended for a charitable institution, and during the lifetime of Mr. Nollau this idea was carried out as far as practicable, but there being no permanent endowment for its support, it is now maintained in part by patients paying when they have the means, only a limited number being treated gratuitously. Mr. Nollau, the founder, died Feb. 6, 1869.

Besides the two physicians mentioned as having been connected with the institution since its organization, Drs. Helmuth, Walker, Luyties, Gundelach, Franklin, Parsons, Campbell, and others have served at different periods as medical attendants. The hospital has a number of well-arranged rooms, where private patients may be treated in accordance with any practice and by physicians of their own selection.

THE ST. LOUIS HOMŒOPATHIC DISPENSARY was organized in 1864, and was opened in March, 1865, with the following officers, viz.: Dr. C. W. Spalding, president; Mrs. Dr. William Tod Helmuth, treasurer; and Dr. E. C. Franklin, secretary. The board of trustees consisted of Drs. C. W. Spalding, E. C. Franklin, and T. J. Vastine, Mrs. T. G. Comstock, Mrs. W. T. Helmuth, Mrs. G. S. Walker, and Mrs. John T. Temple. A charter of incorporation was procured from the Circuit Court in March, 1866, and a constitution and by-laws were adopted during the same month. Dr. S. B. Parsons was appointed attending physician for the first year. In 1868, Dr. E. C. Franklin was appointed to the entire charge of the dispensary, the duties of which position he faithfully performed for a number of years. The dispensary has been carried on in the building of the Homœopathic Medical College of Missouri, and large numbers have been treated daily by the different members of the faculty. At this free dispensary, during the college term, clinics are held daily, and

patients are examined and prescribed for before the classes.

THE CHILDREN'S HOSPITAL was organized by certain benevolent ladies and gentlemen of St. Louis, with Dr. W. A. Edmonds at the head of the medical department.

HOMŒOPATHIC SOCIETIES.—There are two organizations of homœopathic physicians in St. Louis which are specially worthy of mention, the Hahnemann Club and the St. Louis Society of Homœopathic Physicians and Surgeons. The former is intended for social as well as literary purposes. The latter, which is composed of physicians in the city and vicinity, elects its officers quarterly, except the secretary, who is elected annually. The present secretary is Dr. W. B. Morgan.

Of works by homœopathic practitioners we find the following from the pens of St. Louis physicians:

Helps to Hear. By James A. Campbell, M.D. 12mo, pp. 108. Chicago: Duncan & Brothers, 1882.

Diseases of Infants and Children. By W. A. Edmonds, M.D., etc. 8vo, pp. 293. New York: Boericke & Tafel, 1881.

Richardson's Obstetrics. By William C. Richardson, M.D.

Diseases of the Brain and Nervous System. By J. M. Kershaw, M.D.

A Complete Minor Surgery, the Practitioner's Vade-Mecum, including a Treatise on Venereal Diseases. By E. C. Franklin, M.D., 1882.

The *St. Louis Clinical Review* is the principal homœopathic journal of the city, edited by Dr. Philo G. Valentine.¹

The Eclectic School of Medicine.²—Eclecticism as a distinctive branch of medical practice may be said to have first presented itself for public recognition in St. Louis with the incorporation of the American Medical College of St. Louis in May, 1873. The first session of the college was held in the fall of that year and the spring of 1874. The following gentlemen compose its board of trustees: J. S. Merrell, president; N. C. Hudson, vice-president; Dr. P. D. Yost, secretary; Dr. E. Younkin, treasurer; Dr. Albert Merrell, A. Sumner, Dr. W. V. Rutledge, Dr. John W. Thrailkill, Dr. George C. Pitzer, Dr. W. W. Houser, and B. H. Dye, B.L. The faculty consists of the following members: George C. Pitzer, M.D., dean, Professor of Theory and Practice of Medicine, and Clinical Lecturer at City Hospital and the College; Albert Merrell, M.D., Professor of Chemistry, Pharmacy, and Toxicology, and Clinical

¹ The writer of the foregoing outline of homœopathy in St. Louis is largely indebted to Vol. II. of "Transactions of the World's Homœopathic Convention of 1876" for facts, as well as to various individuals for information furnished.

² The material for this sketch was furnished by Dr. A. B. Merrell.

Lecturer on Diseases of Children at the College; P. D. Yost, M.D., Professor of Obstetrics and Diseases of Women and Children, and Clinical Lecturer on Diseases of Women at the College; E. Younkin, M.D., Professor of Principles and Practice of Surgery and Clinical Surgery, and Clinical Lecturer on surgical cases at City Hospital and at the College; W. V. Rutledge, M.D., Professor of Materia Medica and Therapeutics; T. B. Owens, M.D., Professor of Anatomy and Physiology; John W. Thraillkill, M.D., Professor of Ophthalmology and Otology, and Clinical Lecturer on Ophthalmic and Aural Surgery; J. H. Wright, M.D., Professor of Microscopy and Histology; B. H. Dye, B.L., Professor of Medical Jurisprudence.

Professor Thraillkill came to the city in 1861, and has enjoyed a lucrative practice up to within a year, when failing health compelled his retirement from active professional life. Professor Rutledge came to the city in 1868, and has been in active practice ever since. Professor Merrell moved to St. Louis from Cincinnati in 1871, and Professor Yost came at the time the college started. These gentlemen have been identified with the college since its foundation, and Professors Pitzer and Younkin joined them shortly after the first course of lectures.

The American Medical College has enjoyed uninterrupted prosperity since its foundation, and its graduates now number but a few less than three hundred and fifty. The college was first located on the southeast corner of Olive and Seventh Streets, afterwards at 913 Pine Street, and now occupies a building erected by the faculty expressly for the purpose at 310 North Eleventh Street in 1878, the corner-stone having been laid July 15, 1878.

Among the practitioners of the eclectic school, Dr. John W. Thraillkill published in 1869 a small volume entitled "Essay on the Causes of Infant Mortality;" and Dr. George C. Pitzer published last year one on "Electricity in Medicine and Surgery."

The Dental Profession.¹—The early history of the dental profession in St. Louis is involved in considerable obscurity. From the very nature of the calling, especially when St. Louis was in its infancy, it attracted but little public attention. The profession itself was only in embryo; the individual members of which it was finally composed were only slowly gravitating towards each other, and had not as yet felt the effects of organization and associated action. But the spirit of inquiry had taken strong hold of the in-

dividual members, and where societies and associations had been formed for mutual consultation and improvement they were stimulated to new exertions in the direction of dental progress. The enthusiasm of the leading members of the new profession knew no bounds. No specialty of the healing art had more earnest or more able seekers after truth in its ranks than this.

The earliest regular practitioner of whom any record remains is Dr. Paul, who published the following card in the *Missouri Gazette* of Dec. 21, 1809:

"A well-bred surgeon dentist, Dr. Paul, has the honor of informing his friends in particular, and the public in general, that he is prepared to practice in all the branches belonging to his profession, viz., extracting, cleaning, plugging, and strengthening the teeth, also making artificial ones."

On the 28th of December, 1830, Dr. D. T. Evans informed "the citizens of St. Louis and its vicinity that he has established himself in this place for the purpose of devoting himself to the practice of dental surgery."

When Dr. Isaiah Forbes settled in St. Louis in 1837 there were ten dentists in the city, including Dr. Forbes. Most of these, however, seem to have been transient practitioners, as the next year found them all gone but three, Dr. Forbes, Dr. Edward Hale, Sr., and Dr. B. B. Brown. Drs. Hale and Brown both remained long enough to build up lucrative practices. These three dentists were the only ones who achieved any considerable degree of success in the next seven years, and in them the dental fraternity were well represented. Affable and courteous in their department, skillful in all that pertained to dental operations, and warmly attached to the calling which they had chosen, they exerted a benign influence upon the future of the profession, which has reached down to this day. Dr. Brown left for California in 1849, during the gold mania, and died in Sacramento about 1875. Dr. Hale became known as one of the best practitioners in the Mississippi valley, and remained in practice till about 1864, when failing health compelled him to give up his profession, and a few years afterwards he died in New Jersey. About 1840 Dr. A. M. Leslie located in St. Louis. Although a dentist, he had also been trained as a gold-beater, and he soon turned his attention to making gold foil. Not long afterwards he established a dental depot, having purchased a small stock of goods in the dental line which had been sent out to St. Louis from Troy, N. Y. That was the beginning of the extensive establishment long known in the entire West as A. M. Leslie & Co.'s Dental and Surgical Depot, which has but re-

¹ This sketch of the dental profession of St. Louis was prepared by Dr. Homer Judd, of Upper Alton, Ill.

cently been transferred to the St. Louis Dental Manufacturing Company. Alexander Heburn established a dental depot in St. Louis in 1877 or 1878, and the St. Louis Dental Manufacturing Company has the consolidated stocks of the two former companies, making one of the largest dental establishments in the West. Between 1840 and 1845 the number of dentists in the city was increased by the arrival of Drs. Aaron Blake, Isaac Comstock, J. S. Clark, and Edgerly, and in the next few years Dr. Potts, Dr. Samuel B. Fithian, Dr. H. J. McKellops, Dr. C. W. Spalding, and a little later Dr. H. E. Peebles and Dr. Dunham. Many others in the mean time had made more or less persistent efforts to establish themselves, but failing to meet with sufficient encouragement sought other fields of labor. Drs. Potts, Blake, Comstock, Peebles, Edgerly, Dunham, Barron, and Clark have all passed away, while Drs. McKellops, Spalding, and Forbes are still practicing their profession in St. Louis. These were for the most part men of sterling worth, and it was to a great extent through their efforts, and especially through their liberal and enlightened views as regards the amenities and responsibilities of professional life, that the St. Louis dentists came to be held in so high repute among their *confrères* in the profession throughout the United States. Among them, Dr. John S. Clark was somewhat prominent in the advocacy of new methods of practice. If not the first who made use of rolled cylinders of gold foil for filling teeth, he was certainly entitled to the credit of bringing the new method into general use and carrying it up to a high degree of perfection, but he conferred a much greater boon upon the profession by his investigations in relation to the treatment of teeth with dead pulps. He claimed that he first made use of barbed broaches for the removal of dead and decaying pulps, and for carrying disinfecting agents into the pulp canals, thus preparing them for being filled in such manner as to avoid subsequent inflammation and formation of alveolar abscess. Dr. Clark spent several years in New Orleans, where he published a dental journal, but subsequently returned to St. Louis, where he died in 1866. Dr. Forbes is at this time the oldest practitioner in the city, having been identified with nearly all of the beneficent and progressive efforts of the profession for forty-six years. He had constructed, upon plans furnished by himself, a dental chair in 1838, which is still in existence, and which shows unmistakable evidences of constructive ability, and adaptation to the purposes for which it was intended. It is now in possession of Dr. Fisher, on Washington Avenue.

Dr. C. W. Spalding reached St. Louis April 4,

1849. He was an earnest advocate of the use of cylinders in filling teeth, and had for a long time a lucrative practice; was for several years a professor in the Ohio College of Dental Surgeons at Cincinnati, and was president for one year of the American Dental Association during its early history.

Dr. McKellops was energetic and tireless in his efforts to attain a high position as an operator, and at an early period of his professional career acquired an enviable reputation among his St. Louis associates, which gradually extended throughout the United States.

He has been for many years an active member of the American Association, of which he has been elected president. Although Dr. McKellops was closely associated with the group which has just been considered, he is no less closely identified with the next group, which comprises the active members of which the profession is now composed.

The period from 1840 to 1865 was one during which were wrought many changes of the most vital character in the dental profession, and in no other place were these changes more marked than in St. Louis. Before the commencement of this period dentists were to a great extent unassociated, and, as an almost necessary consequence, selfish and reticent, each one claiming that he was in possession of the knowledge which enabled him to perform many important operations which others could not perform. Operating-rooms and laboratories were closed with the most sedulous care against all intruders, lest some less enlightened practitioner should avail himself of the opportunity of inspecting instruments, and perhaps also gain some knowledge of methods of manipulation, and thus become more formidable as a competitor in business.

The St. Louis dentists, almost to a man, discarded these narrow and unprofessional views, and no body of practitioners in any country exerted a greater influence in bringing about those radical changes which resulted in a complete revolution in sentiment and practice throughout the whole profession. Organization into associations, thereby bringing the members into closer relationship with one another, aided these beneficent movements, and the formation in 1850 of the St. Louis Dental Society was an important step in the development of the profession.

This society was organized with Dr. Dunham as presiding officer, and has ever since numbered among its members the leading practitioners of the city. In 1858 the *American Dental Review* was established by A. M. Leslie, and was edited by C. W. Spalding, Isaiah Forbes, and Henry E. Peebles. The *Review*

was at first a quarterly, and did good work until 1863. It was conducted with ability, and exerted a powerful influence for good upon the mass of the profession. For about a quarter of a century the standing of the dental fraternity was determined by those who have been already mentioned, but about 1865 the influence of a younger class of practitioners began to be felt, which has steadily increased as the years have passed by. Of these some have attained a degree of excellence and skill in their operations which cannot be surpassed by any other operators wherever found, and although the number of those who have reached the goal which is nearest to perfection is small, it is not relatively smaller than in the most favored cities of this or any other country. At the commencement of this epoch in the history of the profession, or shortly afterwards, societies of dentists had been formed in nearly all of the States and cities in the Union, the members of which met at stated periods, when every practitioner freely imparted what he had gained by experience and observation to his fellow-members, in the true spirit of professional fraternity. The St. Louis dentists took an active part not only in the city and State societies, but also in the American Association, the Western and Mississippi valley societies, and the State associations of the neighboring States. The Missouri State Association was organized in 1865 in St. Louis, principally through the efforts of St. Louis dentists, and it is still wielding a great influence for good upon the profession through the State.

The Missouri Dental College, of St. Louis, was organized in July, 1866, chartered the following month, and reincorporated April 21, 1881. The present officers are H. H. Mudd, president; A. H. Fuller, secretary; G. Baumgarten, treasurer. The location of the college is on the northeast corner of Seventh and Myrtle Streets, in the building of the St. Louis Medical College, and the infirmary is situated on the adjoining lots on Myrtle Street. The plan of organization in this school differed somewhat from that of other dental schools in that it was more closely connected with the medical system of education, the students being required to take the regular medical course of the St. Louis Medical College, so far as the chairs of anatomy, physiology, chemistry, materia medica, and surgery were concerned, while the peculiar training which was necessary to fit them for the special practice of dentistry was furnished by a corps of professors and demonstrators who were dental practitioners.

The dental school, however, was a separate organization, and managed its own business concerns, the occu-

pants of the medical chairs named above being also members of the dental faculty. The theory upon which the school was founded was that the proper basis of a dental education was the same as of a medical education; that a knowledge of anatomy, physiology, chemistry, materia medica, and surgery was necessary in both; that the best possible opportunity for obtaining a knowledge of these branches was found in a medical school, and that the special instruction should commence where the divergence from the courses in general medicine took place which led to the studies that were required by the special dental practitioner. The importance of this "new departure" will be more clearly appreciated when we turn for a moment to the history of the dental schools which have been subsequently established.

A few years after the Missouri School had commenced its operations, the Harvard Dental School was established upon a similar basis in connection with the Medical Department of Harvard University, another essentially upon the same principle at Ann Arbor in connection with the Medical Department of Michigan University, and soon another connected with the Medical Department of the University of Pennsylvania, at Philadelphia, besides schools connected with medical colleges and essentially upon the same plan established at Indianapolis, Iowa City, Kansas City, Chicago, and San Francisco. Since then a majority of the dental colleges in this country have followed to a greater or less extent the example set them by the Missouri Dental College. The high prices charged for admission to the Missouri School, together with the rigid examinations to which students are subjected before they can obtain a degree, are not favorable to the production of large classes, but no school has turned out a larger proportion of good operators or more judicious practitioners than this. The first faculty of the Missouri Dental College was made up of the incumbents of the five chairs of the St. Louis Medical College mentioned before, while the three special chairs were filled by Drs. Henry E. Peebles and William H. Eames, and Dr. Homer Judd, who was also dean of the faculty.

The first president of the college was Dr. Isaiah Forbes, who filled that position for fifteen years. His successor, the present incumbent, is H. H. Mudd, M.D. The present dean is H. H. Mudd, M.D. The first secretary was Frank White, M.D.; the present secretary and treasurer have already been named.

The faculty is constituted as follows: Isaiah Forbes, D.D.S., Emeritus Professor of Institutes of Dental Science; A. Litton, M.D., Professor of Chemistry and Pharmacy; J. S. B. Alleyne, M.D., Professor of Ther-

apentics and *Materia Medica*; G. Baumgarten, M.D., Professor of Physiology; H. H. Mudd, M.D., Professor of Anatomy; W. H. Eames, D.D.S., Professor of Institutes of Dental Science; A. H. Fuller, M.D., D.D.S., Professor of Operative Dentistry; W. N. Morrison, D.D.S., Professor of Mechanical Dentistry; J. G. Harper, D.D.S., Demonstrator of Operative Dentistry; C. Mathiason, D.D.S., Demonstrator of Mechanical Dentistry; J. Friedman, M.D., Demonstrator of Chemistry; H. H. Mudd, M.D., Demonstrator of Anatomy.

The new infirmary erected one year ago, in connection with the dispensary of the medical college, affords every facility for practical laboratory work; and a dental clinic has been organized, which has already become a valuable means of instruction, besides affording relief to a large number of charity patients.

The curriculum is so arranged that the dental student can, by the study of a few additional subjects, put himself in a position to enter, at the completion of his dental course, the third or senior class of the St. Louis Medical College, and eventually obtain the degree of Doctor of Medicine by one additional year's work.

In 1869 the *Missouri Dental Journal* made its first appearance. It differed somewhat from other dental journals in that each number was divided into three separate departments, each one of which was under the supervision of one or more members of the editorial corps. It was hoped that by this method each department would receive adequate attention, and that none would be neglected, as had too often been the case with the older journals. The success of the *Missouri Dental Journal* in finding favor with the profession was demonstrated by the rapid increase in the number of its subscribers, as in a few years its patrons were found in nearly every State in the Union, as well as in South America, Europe, Asia, and elsewhere. The *Journal* was edited by Dr. Homer Judd, assisted in the operative department by Drs. Henry S. Chase and Edgar Park, and by William H. Eames and William N. Morrison in the mechanical department.

Most prominent as an inventor of useful implements in the profession of St. Louis stands the name of Dr. James Morrison, the senior member of the former firm of Morrison Brothers. After practicing a few years in St. Louis, he turned his attention to the construction of dental chairs and other dental appliances. He went to England, where he remained six years, during which time he invented and patented a dental chair, which was admirably adapted to meet the wants

of the dental practitioner. He then returned to St. Louis, and from 1869 to 1873 was engaged in constructing an iron chair, for which it is claimed that it has the greatest range of motions of any chair brought out before or since, and which is now in very general use. His next effort was to construct a dental engine, by means of which a rotary motion could be conveyed to a variety of instruments from a fixed lathe, making use of a flexible shafting and jointed arm, with belts and pulleys, in order to enable the operator to use the engine in his operations within the mouth. This effort was a complete success, and a dental engine constructed essentially upon the Morrison plan is now considered an almost indispensable appliance in every dental office. Seven different patents were obtained by Dr. Morrison upon his various improvements. Dr. William N. Morrison claims to have constructed the first gold crown of a tooth from heavy plate gold, and he has also been much interested in testing the feasibility of replanting and transplanting teeth, which has attracted considerable attention during the last ten or twelve years in this country.

Dr. Bowman has been quite prominent among the dentists of the West as an earnest advocate of the use of gutta-percha dissolved in chloroform for filling pulp canals, especially when the canals are very small.

Dr. Homer Judd, whose name figures prominently in the history of the dental profession of St. Louis, was born at Otis, Berkshire Co., Mass., March 29, 1820, the son of Asa and Ada Judd. The Judd family emigrated to Massachusetts from England at an early period, and a genealogical record of the family has been published which embraces more than eighteen hundred names, and extends down to the year 1845. Dr. Judd's father, Asa Judd, was a farmer of respectable standing, and represented his town several years in the General Assembly of Massachusetts. Homer attended the common schools of the neighborhood, and afterwards enjoyed the higher advantages of Lee and Worthington academies. In 1847 he graduated from the Berkshire Medical College at Pittsfield, Mass. He was a good student both at the academies and at college, and in addition to the Greek and Latin learned during his scholastic course, has since acquired a knowledge of the French, Spanish, German, and Italian languages, and some acquaintance with Hebrew and Sanscrit. His tastes, in fact, have always had a literary cast, and he has spent much time in study and research.

Dr. Judd commenced the practice of medicine and dentistry at Ravenna, Ohio, but after two years' residence at that place he removed to Santa Fé, New Mexico, and was the first professional dentist to fill

a tooth in that Territory. After remaining there one summer he returned to Ohio, and subsequently moved to Warsaw, Ill., where he practiced medicine and dentistry for twelve years. At Warsaw he served as a member of the school board for several years, and one year as superintendent of the public schools. In 1847 he became a member of the Independent Order of Odd-Fellows at Ravenna, Ohio, passed through the chairs of his lodge at Warsaw, and was chosen as its representative to the Grand Lodge which met at Chicago in 1859. He then removed to St. Louis, where for many years he was actively engaged in the practice of dentistry, and was looked up to as one of the leaders in his profession. Dr. Judd has been called upon by his brethren to fill a number of important positions, among them those of president of the American Dental Association, Missouri State Dental Association, and St. Louis Dental Society, dean of the Missouri Dental College for seven years, and editor of the *Missouri Dental Journal* for five years.

During the civil war he served as acting assisting surgeon, United States army, on the hospital steamers running to Vicksburg; and after the battle of Shiloh, Dr. Judd offered his services and was employed as one of the four surgeons charged with the care of five hundred wounded soldiers on board a hospital steamer. His labors in this connection were so arduous that his health became impaired, and he was compelled to visit Minnesota for rest and recreation. Subsequently he was appointed surgeon of the Fortieth Regiment Missouri Volunteers, and served with them at the battles of Franklin, Nashville, and Spanish Fort. For some months after the close of the war he remained in the service, being stationed at Huntsville, Ala. In August, 1865, he was honorably mustered out of service, and returned to St. Louis, where he resumed the practice of dentistry.

Dr. Judd now resides at Upper Alton, Ill., and is justly regarded as being one of the most distinguished men in his profession. He is a member of the American Medical Association, St. Louis Medical Society, St. Louis Academy of Science, American Dental Association, St. Louis Dental Society, and various other associations, being also an honorary member of the California, Illinois, Iowa, Sixth District of New York, and other dental societies. In March, 1853, he was married, in Pittsfield, Ill., to Miss Emily F. Hodgen, of that place. They have had three children,—one son, who died at the age of six years, and two daughters.¹

Public Health in St. Louis—the Epidemics of the City.—St. Louis has become a very healthy city from a very unhealthy one, and this change, which has taken place since the adoption of a system of general drainage, is probably due to the fact that the porous underlying rock on which the city stands is dry and permits foul matters and poisonous moistures to filter through it speedily. There seems to be a general consent of opinion as to the wholesomeness of the Mississippi River water for drinking purposes, and the climate of the city, although changeable and subject to sudden and extreme periods of heat and cold, does not appear to be provocative of pulmonary affections. Malarial and intestinal disorders have very generally been ameliorated with improved sewerage and good water, and these facts represent probably about the sum of the advantages which St. Louis has over competing cities from a sanitary stand-point. Of course more is claimed, as, for example, this, from a newspaper in April, 1880,—

“Dr. J. Berrien Lindsley, of Nashville, Tenn., member of the sanitary council of the Mississippi valley, asks the very pertinent question, ‘How is it that St. Louis is, by its mortality reports, shown to be the most healthful large city in the world?’

“The question of Dr. Lindsley, so often asked, is certainly capable of an answer which will perfectly elucidate the causes, and it is worth being answered. In the first place, the geographical position of the city favors its sanitation. Near the centre of a valley extending from the Northwest mountains to the Gulf of Mexico, traversed by an immense and rapidly-moving current of water, which occasions a constant series of atmospheric currents of frequent alternation and in velocity of from five to seventeen miles per hour, weekly mean, the pure, almost frosty air of the mountains sweeps to the gulf, alternating with the breezes from that warm sea backwards to the north, thus preventing, as a usual thing, any prolonged season of very high or extremely low temperature. It is exceptional that we suffer from prolonged hot or cold seasons, although we may at times have to contend for a short space with both extremes. While this constant aerial movement tempers the atmosphere, it serves also to remove constantly the exhalations of a large city, replacing the foul with fresh air, which, by our system of streets and alleys, permeates every nook of our domiciles.

“Our streetage is in excess of any other city. The squares or blocks are small, few larger than three hundred feet square, each square or block intersected by broad paved alleys, which secure free ventilation to the rear of all dwellings.

“Secondly, the topographical features of the city are, in the main, most favorable both to underground artificial and surface natural drainage. From the river-front westward the ground rises in gradually increasing series of undulations, the surface of porous clay resting, at varying depths, upon a limestone substratum. The elevations permit of an admirable system of sewerage, which extends to a length of about two hundred miles (the last official report is 195.26 miles), being daily extended. The law requires, and the requirement is complied with, that every house shall be connected with the sewer wherever it can be reached, so that with few exceptions, and these in the outskirts of the city, all foul matter is washed directly to the river by

¹ The above sketch of Dr. Judd was prepared by a friend of that gentleman, at the request of the author of this work.

twenty-five million gallons of water, which is daily furnished by the water-works, in addition to the varying rainfall.

“The natural drainage is favored by our lack of what is called good paving, the loose macadam allowing rapid penetration to the porous clay, through which the water finds ready underground access to the neighboring streams. Besides favoring water drainage, the configuration of the city site, as shown by a physician of the city, favors another very important drainage in the form of surface air-currents, diurnal, and especially nocturnal, when the heavier air, falling to the ground, occasions movements which simulate those of fluids, creating, even without wind, constant change, as the heavier atmosphere, sinking toward the lower outlets, is replaced by the lighter, newer air. St. Louis has no need for crowding its population, and does not. There are no underground tenements, those lurking-places and breeding-nests of diseased minds, morals, and bodies, and indeed but very few above-ground tenements such as most large cities are cursed with. Thousands of the laboring class own their homes, and, with few exceptional localities, dense crowding is unknown, and even then it does not compare with what is considered crowding in other cities.

“Another most important factor in causing good health is an abundance of water unequalled for healthfulness. It is a common joke for the citizens of the North and East to ridicule the hue that our drinking-water at times possesses, but it is a fact well known to seamen that no water throughout the world is as self-preservative as that which stains the blue waters of the gulf for miles beyond the jetties. A cask of Mississippi water may travel a year, and at the last be sweet, pure, and wholesome. It is consumed at the rate of more than fifty gallons per diem to each person, estimating the population at half a million.”

To these things must be added good food, abundant, cheap, and various; a frugal working class, having good wages, steady and constant employment, temperate habits, and the domestic ways of the Germans, and thus securing a good degree of exemption from the nervous afflictions of the average American people.

The claim that a vastly improved condition of the public health of St. Louis has resulted from a more effective sanitary and drainage system is certainly substantiated by the results of the following tables, when we eliminate from them the vitiated figures which prove nothing whatever. It is to be observed that each of the census years happens to be bad for comparison, showing a heavier mortality bill than the years preceding and succeeding it:

Year.	Population.	Mortality.
1847.....	47,974	2400 ¹
1848.....	.....	2425 ²
1849.....	63,471	8423
1850.....	74,438	4361
1853.....	84,116	3766
1855.....	95,542	5122
1856.....	121,813	3602
1857.....	126,266	3103
1858.....	135,355	4104
1859.....	143,800	4521
1860.....	153,800	5945
1861.....	.....	5035

¹ Eight months.

² Eleven months.

Year.	Population.	Mortality.
1862.....	.....	5866
1863.....	157,182	5744
1864.....	164,456	6720
1865.....	178,690	5501
1866.....	204,327	9465
1867.....	216,477	6538
1868.....	250,000	5193
1869.....	284,967	5884
1870.....	310,000	6670
1871.....	350,000	5265
1872.....	375,000	8047
1873.....	400,000	8551
1874.....	435,000	6506
1875.....	460,000	7532
1876.....	480,000	6019
1877.....	500,000	5560

Here is the evidence of a very substantial, not to say remarkable improvement, and it accords with the development of the sanitary improvements. The returns of mortality statistics only begin in 1847, in which year we have the data for eight months, on the basis of which the deaths for twelve months that year were 3600 in a population of 48,000, in round numbers, equal to a rate of 75 in the 1000. In 1848 the rate was about 41.6 in a thousand; in 1849 (the cholera year) it was 132.7 per thousand, or 13¼ in a hundred. In 1850 (reflex cholera year) the rate was 58.5; 1860, it was 38.5; 1870, for population returned, 21.5, for actual population, 26.67; 1880, the total was 7035 in a total of 350,000, equal to 20.1 per thousand. The steady and persistent ratio of amelioration is very apparent in these figures, in which, besides, we have presented the maximum of adverse circumstances and the minimum of population.

The proper mortality statistics of St. Louis, as has been observed, do not begin until 1847, and we have only fragmentary data relating to antecedent periods, such as may be gleaned from the meagre chronicles and from the newspapers. The only great epidemic that has visited St. Louis was the cholera in 1849, when the disease more than decimated the people. The cholera was severe also in 1866, and its effects were felt at two or three other dates. Of other epidemics we have no certain data, but on several occasions a bilious form of malarial fever appears to have prevailed with great severity, and to have been very fatal. This was the case probably in 1821, and the Spanish garrison seems to have suffered considerably at times.

The smallpox has visited St. Louis at regular intervals, and once or twice has been epidemic. This seems to have been the case in 1801, which year is known in the annals of the village as “*l’annee des picotés, or de la picoté*” (year of the pitted, or smallpox year). There are no details of this visitation, but it was repeated several times, the Mississippi River providing a thoroughfare for its travel, such as

this loathsome disease likes to take possession of. Inoculation began to be superseded by vaccination about the time that St. Louis became an American town. In 1803 the doctors of Philadelphia had issued a circular to the whole profession, inculcating the virtue and duty of vaccination. That circular is as follows:

“PHILADELPHIA, April 12, 1803.

“We, the subscribers, physicians of Philadelphia, having carefully considered the nature and effects of the newly-discovered means of preventing, by vaccination, the fatal consequence of the smallpox, think it is a duty thus publicly to declare our opinion that inoculation for the kine or cowpox is a certain preventive of the smallpox, that it is attended with no danger, may be practiced at all ages and seasons of the year, and we do, therefore, recommend it for general use. John Redman, A. Kuhn, Benjamin Rush, Benjamin Say, C. Wistar, Jr., John R. Coxe, S. F. Conover, E. Perkins, M. Leib, F. Pascalis, James Dunlap, T. T. Hewson, Charles Caldwell, W. P. Dewees, Isaac Sermon, J. P. Minnick, Adam Seybert, W. J. Jacobs, Isaac Cathrall, John Kmeele, J. C. Rousseau, René La Roche, Elijah Griffiths, G. F. Alberti, Joseph Strong, W. Shippen, Samuel Duffield, Thomas Parke, P. S. Physiek, S. P. Griffiths, J. Woodhouse, P. E. Glentworth, William Currie, John Porter, James Stuart, James Proudfit, James Gallaber, Thomas C. James, B. S. Barton, George Pfeiffer, William Barnwell, James Mease, John C. Otto, J. Reynolds, J. Church, A. Blayne, William Budd, Joseph Pfeiffer, Edward Cutbush.”

“*Philadelphia Dispensary*.—The attending and consulting physicians have informed the managers ‘that they had for these eighteen months past inoculated for the cowpox, and found it mild, unattended with danger, and a full security against the smallpox, and expressing their wishes that the superior advantages of the cowpox may be fully experienced by the objects of this charity.’ Therefore, *Resolved*, That we do entirely accord with the sentiments of the physicians, and earnestly recommend to the poor of the city to embrace the means now offered of preserving themselves and families from a dangerous and loathsome disease by the newly-discovered and happy mode of inoculation for the cowpox, which will be daily performed by the physicians at the dispensary.

“Published by order of the board of managers,

“WM. WHITE, *Pres.*

“Aug. 25, 1803.”

Not long after the establishment of the *Missouri Gazette*, as heretofore stated, Dr. Saugrain, the leading physician of St. Louis, a man of great scientific attainments and liberal culture, published a card, offering his services in vaccination, and alluding to the above-quoted circular as if it were indeed (as it was) a convincing and final argument.

On the 30th of October, 1822, the *Missouri Gazette* published the following mortuary statistics of St. Louis, the first we have been able to come across:

“The number of interments in this town from the 17th of March last to the 29th inst., in the several burying-grounds, amounts to one hundred and three, as appears by the following statement:

“Number of interments in the Catholic burying-ground from the 17th of March to the 29th of October:

Male adults.....	16
Female adults.....	9
Children.....	28
	— 53

“In the burying-grounds out of town:

Male adults.....	33
Female adults.....	11
Children.....	2
	— 46

“From the hospital:

Age and sex not specified..	4
	— 4
Total.....	103

“It is worthy of remark that most of the adults buried in the Catholic churchyard were of an advanced age. Of twenty-five, the whole number, two, a man and his wife, were considerably over ninety, three over seventy, and several over sixty. It is observable also that a majority of burials in that ground were children.

“In the other burying-grounds it seems that almost the whole number of burials during the time above specified were of grown persons, and two-thirds of them males.”

These are pretty good data, and they do not show by any means a good bill of health. The population of the town in 1822 did not exceed 4500. It was estimated at 4000 in 1820, and 103 deaths for seven months and a half means 165 deaths per annum, equal to 36.66 per 1000 of population.

On Aug. 20, 1823, was passed the first ordinance of the new city looking to an effectual mode of gathering the actual statistics of mortality. The title of this is sufficiently definite,—

“An ordinance to compel a report of the deaths in the city of St. Louis.” In this ordinance it was provided that every practicing physician or association of physicians within the city shall, on the Monday of each week during the months of June, July, August, September, and October, and the first day of every other month in each year, make a report in writing to the mayor of the city of each death happening under his or their immediate notice, stating in such report as accurate as may be the disease or cause of death, age, sex, name, and length of residence of deceased within the city.

This was intended to give fuller effect to a previous health ordinance looking to the annual appointment of a health commissioner for each ward, “whose duty it shall be, under the direction and superintendence of the mayor, to watch over the health of the city, and to carry into effect” the various ordinances relating to their functions.

In 1832 the cholera made its first appearance in this country, and after devastating the Eastern seaboard, traveled westward to the Mississippi. Its dreaded approach was not unheeded by the citizens of St. Louis, who, on September 10th of that year, convened in town-meeting, with the following result:

“Town-meeting, Monday evening, Sept. 10, 1832. Pursuant to public notice previously given, a large and respectable meeting of the citizens of St. Louis assembled at the town hall for the purpose of taking into consideration measures for cleaning the city, to avert as far as possible the dreadful disease called cholera.

"Gen. Bernard Pratte was called to the chair, and Dr. H. L. Hoffman appointed secretary. On motion of Dr. H. Lane, an address from the special medical Board of Health of New York was read for the information of the meeting.

"Mr. Cohen, Col. Strother, Mr. Rule, N. Newman, Esq., Mr. Grimsley, and Dr. H. Lane severally addressed the meeting, when, on motion of J. Newman, Esq., the following resolutions were unanimously adopted:

"Resolved, That the chair appoint a committee of ten to report to the Board of Aldermen such measures as they may deem necessary for cleaning and purifying our city, and such other measures as they may think requisite to avert the dreadful disease now raging in our Eastern cities, and that Gen. Pratte be chairman of said committee. Thereupon the chairman appointed the following gentlemen: Dr. William Carr Lane, Dr. C. Campbell, T. Grimsley, Edward Tracy, Thomas Cohen, John Newman, Esq., Col. Strother, N. Ranney, and William K. Rule."

In a short time the disease invaded the town, and the *Missouri Republican* said, about a month after the town-meeting, that,—

"we had hoped to be able to furnish a complete report of the number of cases and deaths since our last publication, but we find it impracticable. The physicians, whose duty it is to report daily, cannot obtain time from their professional duties to attend to this requisition. All of them are unwittingly engaged in the discharge of their cheerless labor. The whole number of cases reported since the 9th instant up to last evening is 93, of which 33 have terminated fatally."

On the 6th of November we find the following happy report:

"The cholera is rapidly disappearing from among us, very few cases having occurred in the past week, and those few in a comparatively mild and mitigated form. Many of our citizens fled from the disease, and are scattered throughout the surrounding country. We hope they will find themselves in as much safety at home. Some of our city officers have thought it best to retire to the country and take care of number one. As they no doubt take a lively interest in the welfare of their constituents, and will be glad to hear how we get along without them, it is proper to state that the people of the city have borne the deprivation of their services with fortitude. The remaining public authorities, aided by the zealous charity of the reverend clergy and of private individuals, have done much for the interest of the city and for the cause of humanity. The sick have been 'visited,' tho dying comforted, and the dead decently buried.

"The clergy have been active and zealous in relieving the sufferers, and especially the Catholic priests have been untiring in the work of kindness. Day and night they followed close upon the track of the destroyer, ready to administer to the sufferers the comforts of both worlds. But, above all, that pious and self-devoted band, the Sisters of Charity, deserve and will receive the thanks of the community. In addition to the regular hospital in their care, they have volunteered to take care of the cholera patients, and while many others, much more responsible to society, thought only of their own safety, these excellent persons courted the danger and labor and privation, and all for 'the luxury of doing good.' Truly their reward is not here.

"We should be doing injustice to our own feelings, we should do injustice to the feelings of our whole community if we were to pass unnoticed the excellent conduct of the medical faculty

throughout this trying emergency. They were incessantly engaged in the duties of their profession, and most of them were allowed but little rest during the two weeks in which the disease prevailed with the greatest violence. They as cheerfully visited the abodes of infamy and misery as the residence of the more wealthy citizen, and to all who asked their time and talents were assiduously devoted, without the prospect of fee or reward. Their services will long be remembered by our citizens."

And at the end of the next week the last vestige of the disease had disappeared.

But St. Louis did not escape so lightly when visited by the cholera in 1849. The epidemic of that year was terribly fatal, and we do not think that even the records of mortality from yellow fever in New Orleans can show a parallel degree of severity in an attack of pestilence. This year was one which "old inhabitants" will not soon forget, for it was fraught with peculiar disasters. In London the great fire followed the plague and did service as a purifier, thus making amends in some degree for the havoc, ruin, and calamity it wrought. But in St. Louis, in 1849, the plague followed the fire. At least, although the cholera had begun to rage before that disaster, it did not rise to its greatest height until several weeks after. The day of the fire was the 17th of May; the cholera had made its first appearance in the last days of December, 1848. The first week of January, 1849, there were 8 deaths from cholera reported, one-eleventh of the total mortality. In the week ending July 2d there were 903 deaths, 619 from cholera, showing a very sickly season independent of the epidemic. For the week ending July 16th the deaths were 867; from cholera, 639. On the 10th of July the deaths from cholera alone were 145, a very high death-rate indeed, if it was ever equaled in any city of the same population outside the tropics. The large increase of deaths from other causes besides cholera proceeded from malaria, nervous and physical exhaustion in consequence of anxiety, loss of rest, and nursing, and from what the doctors called bilious diarrhœa, doubtless the well-known choleraic disorder of the bowels, modified by climatic and malarious complications, which always seem to attend upon an epidemic of cholera. During the week of the maximum intensity of the disease—that ending July 16th—the deaths from cholera alone were at the rate of 36,400 per annum, 57.3 per cent. of the entire population. The deaths from all diseases were at the rate of 47,944 per annum, 75.5 per cent. of the entire population.

The contemporary journals give what is probably the best, certainly the most graphic, history of the ravages and desolations of this epidemic. But, preliminary to quoting these, it will be best to give an

abstract of the corrected mortality statistics as they are given, in a revised form, in the *Western Journal* for 1851, pp. 264-65:

Week ending	Deaths in 1849.		Deaths in 1850.	
	Total.	Cholera.	Total.	Cholera.
Jan. 8.....	77	8	72	7
" 15.....	68	3	44	...
" 22.....	77	17	57	2
" 29.....	49	5	53	1
Feb. 5.....	37	4	45	3
" 12.....	65	11	37	1
" 19.....	70	4	35	...
" 26.....	69	...	45	1
March 6.....	59	3	39	1
" 13.....	64	7	36	...
" 20.....	92	26	44	...
" 27.....	79	25	49	...
April 2.....	65	17	51	2
" 9.....	74	16	55	2
" 16.....	80	24	56	2
" 23.....	106	27	53	2
" 30.....	131	41	44	...
May 7.....	135	78	72	22
" 14.....	273	185	111	33
" 21.....	192	127	65	9
" 28.....	185	115	57	7
June 4.....	144	75	73	24
" 11.....	283	191	77	13
" 18.....	510	404	100	40
" 25.....	763	589	144	44
July 2.....	903	619	196	67
" 9.....	773	591	244	83
" 16.....	867	639	212	77
" 23.....	442	269	391	210
" 30.....	225	93	217	69
Aug. 6.....	152	35	169	25
" 13.....	117	12	227	20
" 20.....	94	4	167	15
" 27.....	73	3	129	7
Sept. 3.....	71	4	74	2
" 10.....	66	3	84	4
" 17.....	88	1	71	8
" 24.....	80	5	66	2
Oct. 1.....	77	...	62	2
" 8.....	69	...	59	...
" 15.....	63	2	64	3
" 22.....	44	...	39	8
" 29.....	57	...	51	7
Nov. 5.....	53	1	49	6
" 12.....	44	...	72	17
" 19.....	53	...	75	11
" 26.....	39	1	146	5
Dec. 3.....	47	2	38	3
" 10.....	42	1	41	2
" 17.....	46	2	46	1
" 24.....	31	...	46	1
" 31.....	36	...	47	...
Total.....	8445	4285	4595	872

The first mention of the appearance of the disease is in a journal of the date of January 19th, in which we are told that,—

"Since our last we have ascertained that five deaths from this disease have occurred in this city during yesterday and the evening previous, and one new case on Collins Street, reported to the health officer. Two of the deaths were in a family on Sixth Street, between Locust and St. Charles, one at the corner of Eighth and Wash, one on Wash, between Eighth and Ninth, and one at the Sisters' Hospital. From two of the families whose death occurred several members were sent to the hospital, prestrated with the disease; these, we are informed, are cases of local cholera. In view of the appearance of this disease in our city four additional street inspectors were yesterday sworn in by the recorder."

But there was no panic; the disease was allowed to run along. There is no further mention of it until

May 5th, when it is simply said that the sexton of a single cemetery reported to the register ten interments of persons dead of cholera in twenty-four hours. On May 11th the fact that the disease was making progress was recognized:

"The physicians report to the register the existence of twenty-six new cases of cholera from seven o'clock P.M. of Wednesday to six P.M. of Thursday. During the same time nine deaths from cholera were reported to the register, but we are inclined to believe the entire return at the end of the week from the several places of interment will show a greater mortality than is here set down."

May 13th,—

"Forty-seven cases were reported to the city register yesterday, of which twelve proved fatal. Nine of the above cases were taken from the boats, of which three have died."

May 14th,—

"At six o'clock last evening twenty-four cholera cases had been reported at the register's office, six of which terminated fatally. This is a falling off from the average mortality of last week of four per day.

"The city having purchased of John A. Stephenson the steamer 'Hannibal' for the purpose of using her as a quarantine or a hospital boat, she was towed down to the quarantine station on Wednesday evening by the steamer 'Whirlwind.' One great difficulty which has heretofore been much complained of has been the trouble of landing steamboats at the island, and on this account boats have sometimes violated the quarantine regulations. This move on the part of the city will obviate this difficulty entirely, as it will be as easy to land beside the quarantine boat as at the wharf. It is intended, we are informed, to use the boat as a hospital in case of an epidemic. She is to be moored at a point near the foot of Dunan's Island, where there is plenty of water for the largest class boats at any season of the year. The price paid for the 'Hannibal' was ten hundred and fifty dollars, which, in addition to the expense of towing her down and mooring her, will make her cost about eleven hundred dollars. The machinery of the 'Hannibal' had been removed previous to the purchase. Dr. Leavenworth, quarantine physician, is having his laboratory and lodgings removed to the boat, so that at all hours of the night and at all times of the day he will be on hand for the examination of arriving steamers."

May 16th,—

"The city register makes the following statement in regard to the health of the city:

"The whole number of deaths from all causes for the seven days ending Sunday night, the 13th inst., was 273, of which 181 were from cholera. The interments daily from the last disease were as follows:

Monday, May 7.....	16
Tuesday, May 8.....	36
Wednesday, May 9.....	25
Thursday, May 10.....	30
Friday, May 11.....	33
Saturday, May 12.....	19
Sunday, May 13.....	22

Total in seven days.....	181
From other diseases.....	92

Whole number..... 273

"The number of deaths reported for Monday, the 14th inst., was twenty-one, being eleven less than on the 8th, the heaviest

day, showing a decrease in this particular disease. The entire number of deaths on Monday was thirty-six. This is really frightful mortality, and although it may be argued that the pestilence is abating in the number of its victims and in its virulence, it still has terrors enough to alarm most any one."

Next day after this, May 17th, the great fire took place, and public attention was so exclusively directed to that as to leave the cholera out of sight. Indeed, in a narrative written next year, it was said that,—

"As at the battle of Aboukir the blowing up of the 'L'Orient' had the effect of causing an utter suspension of hostilities for the space of half an hour, only to be resumed with increased fury, at least on the part of the British, so this conflagration had the effect, for a few days, of so far drawing public attention from the presence of the cholera as almost to cause it to be generally believed to have been actually superseded by the fire. But this delusion was of but short duration. In a few days, the excitement caused by the fire having subsided, the cholera again began to command the public attention by, not a return (for it had not disappeared, being only temporarily merged and lost sight of in the accompanying great calamity), but an increase of virulence."

The next current mention of the progress of the disease is on June 15th:

"The sexton of seven cemeteries, viz.: the City, Catholic, Methodist, Holy Ghost, Christ Church, German Protestant, and Lutheran, reported fifty-nine interments during Tuesday, forty-seven of which were reported as having died of cholera."

On the 19th of June the following was the report:

"For the week ending Sunday the number of interments, as reported to the register, was as follows:

"Monday, 8 cemeteries reported 48 in all, 40 of the cholera.

"Tuesday, 7 cemeteries reported 60 in all, 47 of the cholera.

"Wednesday, 9 cemeteries reported 83 in all, 65 of the cholera.

"Thursday, 10 cemeteries reported 68 in all, 58 of the cholera.

"Friday, 9 cemeteries reported 74 in all, 62 of the cholera.

"Saturday, 9 cemeteries reported 74 in all, 61 of the cholera.

"Sunday, 8 cemeteries reported 85 in all, 69 of the cholera.

"Total, 492; 402 of the cholera."

There was complaint at the showing of these figures, and a disposition to charge neglect. It was said that,—

"The cholera is still sweeping off its scores of victims every day, and this at a time when the atmosphere is pure and elastic, and there appears to be no good reason for the prevalence of the mortality. It seems to be well ascertained, however, that the epidemic is confined to particular localities, and that efforts of a sanitary kind must be directed to these districts, if anything is to be done at all, to arrest the progress of the malady. St. Charles Street and Washington Avenue, west of Eighth, parts of North St. Louis, and some localities in the southern part of the city are represented to be the principal seats of the pestilence. Efforts should now be directed to the purification of these quarters."

June 24th,—

"The week previous to this the mortality was 224, and the deaths by cholera 173, showing an increase of 49 on the whole number, and 26 on deaths by cholera.

"The cholera proper appears to confine itself entirely among the newly-arrived immigrants, who are compelled by their restricted means to lodge in the city suburbs or in low, unhealthy places in the city, where disease very naturally is most readily contracted. The strangers who visit us from the neighboring States may, if they take the ordinary precautions, do so with impunity. Nearly one-third of the deaths, it will be seen by the above table, occurred among children five years of age or under."

But this did not satisfy the citizens. They determined to take things in their own hands, called a public meeting, and appointed a committee to look after the proper sanitary measures which should be adopted in an emergency of this sort. On June 26th, as the current report informs us,—

"The committee appointed by the chairman of the mass-meeting, at least a portion of them, met yesterday morning at the Planters' House, and an address to the mayor and City Council, and an ordinance embracing the provisions of the recommendations of the mass-meeting were adopted, and forthwith the committee in a body waited upon the mayor at the town hall and laid them before him. In response to the address, the mayor assured the committee of his hearty wish and entire willingness to co-operate with the citizens and the Council in any measures that might be adopted to stay the ravages of the disease, or mitigate the sufferings of the destitute who might be attacked with it. He gave some painful and frightful accounts of what he had already witnessed, and his inability to do more than he had done. The two boards of the City Council having adjourned over until Wednesday evening, the mayor instantly summoned them to meet at four o'clock P.M. yesterday.

"Said ordinance was then taken up for consideration, and after slight amendment, read three several times and passed, the vote being ayes eight, noes one. The ordinance as passed by the aldermen is in substance as follows:

"First, that in order to check the future spread of the cholera now raging among us, and to carry into effect in the best manner the views of our citizens, as expressed by them in public meeting, touching said disease, a committee shall be and hereby is appointed, to be termed 'the Committee of Public Health,' consisting of the following-named persons, heretofore named at said public meeting, to wit: T. T. Gantt, R. S. Blennerhassett, A. B. Chambers, Isaac A. Hedges, James Clemens, Jr., J. M. Field, George Collier, L. M. Kennett, Trusten Polk, Lewis Bach, Thomas Gray, William G. Clark."

But nothing could arrest the headway of the disease now. On June 28th the report said,—

"The official reports of interments for the week ending Monday last, and including all the cemeteries in the neighborhood of the city, shows the total number for that period to be 763, of which 164 were children from the age of five and under. The deaths from cholera for the same period are reported at 539.

"In view of the terrible pestilence now prevailing in our midst, the officers of Washington University have deemed it expedient to bring their scholastic year to a rather sudden and premature termination, and permit those students residing at a distance to return to their homes.

"The clergy of the Presbyterian Church in this city have set apart this day (Thursday) as a day of public fasting, humiliation, and prayer. All persons are affectionately invited to join with them in the religious services of the day.

"At a meeting of the committee designated by the ordinance passed by the City Council, held yesterday evening at the Planters' House, were present Messrs. Gantt, Chambers, Clark, Field, Hedges, Gray, Polk, and Blennerhassett. Absent, Messrs. Clemens, Collier, Kennett, and Bach. On motion, T. T. Gantt, Esq., was called to the chair, and J. M. Field appointed secretary.

"The meeting being informal, they not having been officially advised of the passage of the ordinance, the following address and proceedings were had:

"Resolved, That the public school-house on Seventh Street, in the First Ward; the public school-house in the Fifth Ward, on the corner of Ninth and Wash; public school-house near Mound Market, in the Sixth Ward; and the St. Vincent school-room (Catholic), in the Fourth Ward, be and they are hereby set apart as temporary hospitals, and we request that all destitute poor be sent to those places. Arrangements will be made in the other wards as soon as the city can procure proper tenements.

"Resolved, That Messrs. Blennerhassett, for the First Ward; Polk, for the Fifth Ward; William G. Clark, for the Sixth Ward; Thomas Gray, for St. Vincent's school-room, in the Fourth Ward, be appointed to carry out the above resolutions, and provide for the temporary accommodations of patients until other provisions are made.

"Resolved, That two physicians be appointed to attend to each of the temporary hospitals hereby established, and that they be empowered to procure all the medicine and attendance necessary, and establish a medical depot not only for the sick in the hospitals, but also for all destitute poor in the ward."

This was the way to fight the epidemic, but it would not yield to any such measures at present. On June 29th we read,—

"We have been flattering ourselves that the prevailing epidemic was abating, but on collecting the facts our hopes are dissipated. It is, in fact, on the increase, and now becomes a serious, and the only question, 'What shall be done to stay it?' By the report below it will be seen that, according to the returns of eleven cemeteries, there were on Wednesday 132 interments, of which 109 were from cholera, only 23 from other causes. These returns do not include the Methodist cemetery in an authentic shape, nor the Hebrew. We learn indirectly that there were interments in the Methodist cemetery, 6 of which were from cholera, and 2 from other causes. If this be true, it gives a total for Wednesday of 140 deaths, of which 115 were by the prevailing sickness, considerably exceeding the reported mortality of any other day. Even if the report from the Methodist be not correct, those which are known to be so show that this disease is on the increase, and give just and sufficient cause to awaken all good and humane men to prompt and efficient action."

June 30th there was a wail of querulous despondency,—

"An examination of the daily reports which have been published for some weeks past of the ravages of the cholera in this city presents the melancholy fact that at least three-fourths of the mortality is confined to emigrants from foreign countries. We think that this is quite a reasonable estimate, and we call attention to it now with the hope of inducing some effort to improve the condition of those who seem, from local or other causes, doomed to the grave.

"At least one-third of the population of St. Louis is composed of foreigners. They have been increasing every year,

bringing much wealth to the city, improving their own condition, and enhancing the value of everything around them, contracting too many of the habits and enjoying the comforts of Americans. Within the last few months, however, a greatly increased number of foreigners, principally from England and Germany, have arrived, and thus they have unfortunately brought disease and death with them to such an extent as to carry alarm whenever an arrival is announced."

July 1st the Committee of Public Health was vigorously at work, employing every means in its power, as evidenced by the following:

"Resolved, That the special block inspectors observe the following regulations:

"1. To visit and thoroughly examine each tenement and the premises in their several districts at least once every day, and notify the occupants, and also the owners thereof, forthwith to remove to the most convenient street or alley anything that they may deem injurious or offensive, or that ought to be removed. And if the same shall not forthwith be removed, then they will immediately remove the same, and charge the expenses thereof to the occupants first, if they be able to pay them; if not, then to the owners; and if neither the occupants nor the owners can pay the same, then shall the same be paid by the city.

"2. That such examination be made at least once every day.

"3. That they procure a sufficiency of scavenger- and slop-carts to remove all the filth from every part of their district once each day.

"4. To examine and ascertain the number of persons occupying any tenement and their condition; and whenever the number and condition is such as in the opinion of the inspector endangers the health of the occupants or the neighborhood, to report immediately the facts to the president of the committee, or to the members of the committee from the ward in which it exists.

"5. To cause forthwith all sick, destitute persons to be removed to some one of the hospitals selected and designated by this committee.

"6. Keep a strict account of every expense necessarily incurred in removing nuisances or sick persons, and report the same to this committee.

"7. They shall have power to engage the necessary vehicles and means for carrying the sick to the hospitals above specified.

"8. That all the matter carried off by the scavenger- and slop-carts be hauled to the scavenger-boat near the foot of Walnut Street.

"9. That such inspectors immediately report to the members of the committee for their ward all such persons as may either neglect, refuse, or oppose any order or step given or taken to effect the objects of their appointment, in order that the members of this committee may effectually enforce the provisions and objects of the ordinance of the 27th June inst.

"NOTICE.—The attention of the block inspectors and citizens generally is particularly directed to the order with regard to the disinfecting fires to-night, so that the whole city may be thus purified at once. The materials should be procured by the block inspectors to-day, and deposited in prescribed quantities at the proper places ready for use at 8 o'clock P.M.

"NOTICE.—The Committee of Public Health hereby give notice that they have made arrangements for the immediate reception of all indigent persons suffering with cholera at the Hotel for Invalids, corner of Second and Walnut Streets; at

the St. Louis Hospital, corner of Spruce and Fourth Streets; at the City Hospital, and at the public school-houses in the First and Sixth Wards.

"Suitable cars for the conveyance of the sick will be kept in waiting at the various hospitals, and also at the public school-houses in the Fourth and Fifth Wards, and will be sent immediately on application to the parties in need of them. The block inspectors and all friends to humanity are requested to use their endeavors to have all indigent persons attacked with the epidemic removed from their dwellings to the hospitals at the earliest possible moment, as upon this depends the greatest chance of relief being afforded.

"The Committee of Health have recommended that Monday (to-morrow) shall be observed as a day of humiliation, fasting, and prayer. As a Christian community, and recognizing the overruling power of Providence, this recommendation will not be disregarded. Never was there a time in the history of any city that more imperiously demanded a humble and contrite appeal to the interposition of the Almighty than now exists in St. Louis. The churches and all religious denominations, we have no doubt, will cordially and zealously unite in observing the recommendation. All must admit its propriety and necessity.

"Every good and right-thinking man will, out of respect to the religious opinions and belief of his neighbors, give it his acquiescence. He will close his store or place of business and surrender the day to the purposes indicated, and permit those in his employ to participate in devotional exercises, and to enjoy some relaxation from toil. The prompt and hearty co-operation of the citizens thus far in all the recommendations and suggestions of the committee gives assurance that this request will be strictly observed by all.

"In compliance with the recommendation of the Committee of Health, we will not issue a paper on Tuesday morning. Advertisers for that day will please send in their favors to-day."

On July 4th there was the following mortality:

"Total, one hundred and sixty in all, one hundred and twenty-eight of cholera. This report shows five more deaths from cholera than has occurred any day since the epidemic has prevailed in our city."

And new and greater additions were made to the authority of the Committee of Public Health:

"Yesterday evening the City Council passed an ordinance vesting in the mayor and Committee of Public Health the necessary powers to enforce quarantine regulations on all emigrants from shipboard, and on all sick, diseased, infectious, or unclean persons. The ordinance, we have no doubt, will receive the sanction of the mayor."

The weekly report at this time was enough to cause a panic:

"By the daily report made to the register's office, for the week ending Sunday last, it appears the total number of interments was as follows:

	In all.	Cholera.
Monday	127	99
Tuesday	114	94
Wednesday	140	115
Thursday	155	123
Friday	162	119
Saturday	122	83
Sunday	125	100
Total for the week.....	945	733

On July 6th we are told,—

"Yesterday afternoon His Honor the mayor, Dr. Barret, the visiting physician, and several other gentlemen visited the quarantine grounds, and were well satisfied with the arrangement and condition of the persons there. As yet the committee have not been able to perfect their arrangements, but in the course of to-day and to-morrow they will have accommodations erected on shore sufficient for any present probable demand.

"There are now at the quarantine ground one hundred and one persons, all of whom are comfortably provided for on board the steamboat 'St. Louis.' These are all Germans, of whom there were yesterday evening only four sick, two women and two children. An Englishman landed at the quarantine ground died yesterday, the only death that had occurred up to a late hour last evening. Dr. Haussler, a German, is resident physician at quarantine. Dr. Carrow continues to perform the duties of health officer. He is stationed at the Montesano House with a boat and crew, and boards all boats from the South."

The point selected for quarantine was the lower end of Arsenal Island. July 16th the following is reported:

"The following shows the number of interments daily for the week ending yesterday:

	In all.	Of Cholera.
Monday.....	125	101
Tuesday.....	184	145
Wednesday.....	144	115
Thursday.....	136	105
Friday.....	110	87
Saturday.....	131	89
Sunday.....	92	58
	922	700

July 19th,—

"The total number of interments in the several cemeteries of the city for the week ending Monday, July 16th, is shown by the following table, copied from the register's official report:

Cemeteries.	Of Cholera.	Of other Diseases.
City.....	150	47
Holy Ghost.....	66	28
Lutheran.....	26	12
St. Vincent.....	39	19
German Protestant.....	63	31
Catholic (old).....	94	39
Catholic (new).....	64	15
Wesleyan.....	52	9
Methodist.....	38	15
Christ Church.....	26	9
Presbyterian.....	10	4
Baptist.....	9	0
United Hebrew.....	2	0
	639	228

"Total for the week, 867.

"Of the above number, 197 were children of the age of five years and under."

July 22d,—

"The following table shows the number of interments each day for the week ending Saturday, the 21st:

	Of Cholera.	Other Diseases.
Sunday.....	58	34
Monday.....	61	27
Tuesday.....	61	23
Wednesday.....	50	34
Thursday.....	36	30
Friday.....	37	29
Saturday.....	33	20
	336	197
Cholera.....	.....	336
		533

"For the same period last week there were 722 deaths from cholera and 215 from other diseases. Compared with the same period the previous week, the above table shows a decrease of 386 deaths from the cholera and 18 from other diseases."

The disease now suddenly lost its terrors, and the mortality fell off at once almost to nearly normal rates. The causes of this were (1) the new quarantine arrangements; (2) a general betterment in the state of the atmosphere and temperature; (3) a general flight of citizens from the place. This last cause probably was much more efficient than the others in checking the ravages of the pestilence. The proof that there was such a general expatriation at this time is found in the sudden drop in the number of deaths from other diseases besides cholera between the middle of July and the middle of August.

On August 8th, the journal heretofore quoted said,—

"The following report is copied from the statements of the several sextons, made to the register, for the week ending Monday, the 6th. It exhibits a greatly reduced mortality in this city, and the almost total disappearance of the cholera from among us. It justifies us, also, in inviting the return of our own citizens, and the visits of all who have business or desire intercourse with us. The re-establishment of quarantine regulations and proper attention to cleanliness of our streets will insure us against any further disease during the present season :

Cemeteries.	Total.	Cholera.	Under Five Years.
German Protestant	18	5	12
Baptist	5	1	3
Methodist	6	2	3
Christ Church	9	3	4
Wesleyan	6	3	1
St. Vincent	11	1	7
Presbyterian	9	1	5
Lutheran	4	0	4
Holy Ghost	16	3	7
Catholic (old)	20	3	14
" (new)	20	5	3
City	28	7	9
United Hebrew	0	0	0
	152	34	72"

The same paper reviews the facts and points the moral of the epidemic in the excellent article which follows :

"We have taken the trouble to procure from the register's office an authentic statement of the whole number of interments in the cemeteries of this city from the 23d day of April to the 6th day of August, 1849. The laws of this State in regard to interments in public burial-grounds are very severe, and we have no reason to suppose that they have been disregarded in any instance. In some cemeteries it is understood that they report a greater number of deaths, for two or three weeks, than is here set down, amounting to some fifty or sixty, but we account for the discrepancy by supposing that there were cases of interments of persons dying at the coal-mines, several miles from the city, and in which no regular certificates, such as the law requires, were furnished. It has been stated that large numbers of persons dying in St. Louis have been interred in Illinois and in the surrounding country, of which no note has been taken. We do not believe this is true to any considerable extent, and we are quite certain that more persons have been

brought to the city graveyards from abroad, for the purpose of interment, than have been taken from the city with a view to interment elsewhere.

"What a fearful tale is told in this chronicle of death's doings! In a little over one hundred days six thousand persons have been committed to the grave, and this out of a population of less than sixty thousand! This is an awful mortality, perhaps greater than has ever occurred in any city of the United States with the same population. It is to be observed, however, that a good many hundreds of these persons were not really citizens of St. Louis, but had just landed here, bringing the seeds of death within them, and, still more unfortunate, carrying death into whatever quarter they went. To this cause, indeed, is to be attributed a vast portion of the mortality which has been recorded; and if the people are wise they will avoid, as far as possible, contributing to similar epidemics hereafter, by insisting upon greater regard to cleanliness and the proper ventilation of the houses occupied by these people, and by compelling the owners of all such places as 'Shepard's Graveyard' to fill them up and put the houses in proper and healthy condition. There are numberless such places in the city, and we only specify this one because the people are more familiar with it than with others.

"TABLE OF INTERMENTS in the several public cemeteries attached to St. Louis from the 23d day of April to the 6th of August, 1849.

	Total.	Cholera.	Under Five Years.
For the week ending April 30.....	131	41	50
" " May 7.....	135	78	28
" " " 14.....	273	185	46
" " " 21.....	192	127	24
" " " 28.....	186	115	44
" " June 4.....	144	75	34
" " " 11.....	283	191	72
" " " 18.....	510	404	106
" " " 25.....	163	589	164
" " July 2.....	903	619	230
" " " 9.....	773	591	192
" " " 16.....	867	639	197
" " " 23.....	442	269	140
" " " 30.....	225	93	94
" " Aug. 6.....	152	34	72
	5989	4060	1493"

These figures, in fact, were below, not above the frightful aggregate, as the revised table given in a preceding page proves. The results of this terrible pestilence, which retarded the city's progress temporarily, were important in their bearing upon the improvements made in the city's sanitary condition. Better quarantine arrangements were at once made; better provision for cleanliness in streets and high-ways, and improvements in every other sanitary regard. But, more than all, the determination to give St. Louis a thorough and effective sewer and drainage system was a consequence of this epidemic.

The cholera could not be completely got rid of for several years. In January, 1852, the following table was made up from the register's records :

Table showing the weekly mortality of St. Louis during the years 1849-51.

	Total.	Cholera.
Deaths in 1849.....	8431	4144
" " 1850.....	4595	872
" " 1851.....	4377	791

There was a slight outbreak of the cholera in 1855, but the disease did not again visit St. Louis with any violence until 1866. In that year it became epidemic once more, and threatened at one time to get beyond control, as it had done in 1849.

The approach of the disease, slow and gradual, was not unheeded by the citizens who bore 1849 still fresh in their memories. The newspapers recited the history of that stricken year as an example, and some of the articles written on the subject have a positive value, for example,—

“As early as 1847, the first year of that decade so remarkable for the vast immigration from Europe, there were numerous cases of ship fever, some of which were brought to St. Louis, and communicated the contagion of that disease to some of our citizens. The next year, cholera prevailing in Europe, the emigrant ships brought over a great deal of disease, which was pronounced cholera; and in the latter part of the year infected New Orleans, where, before January, 1849, cholera had assumed an epidemic form. The *New Orleans Picayune* of Dec. 14, 1848, noticed the arrival of the ship ‘Swinton,’ from Havre, with German emigrants, after a passage of only thirty-nine days, and sixteen deaths on the passage, which were subsequently acknowledged to have been of cholera. On the 27th of that month there was an alarm in St. Louis on account of deaths supposed to be from cholera, on board the steamer ‘Alton,’ from New Orleans. The cholera prevailed through the winter months in New Orleans, and on all the boats from thence going up the Mississippi and Ohio there were cases of it. On the 17th of January the St. Louis board reported six cases of local origin, though it was doubted whether so early as this there were any cases not traceable to communication with New Orleans. An ice-blockade in February stopped navigation, and little mention of the disease was made until its reopening. On the 28th of March the St. Louis Board of Health reported twenty-four cases of cholera for the week before, mostly from New Orleans. On the 9th twenty-six cases for the week were reported, but only four residents of the city. During April and May the cholera broke out at several points on the Missouri River, and was on every boat on the Mississippi and Missouri. On the 8th of May, in St. Louis, the weekly deaths by cholera had gone up to one hundred and seventy-eight, and on May 14th to one hundred and eighty-five, but fell off for two weeks after the great fire.”

And so forth, the article concluding with a pretty complete account of the course and progress of the pestilence by way of warning. This article was written in April, but the disease did not break out until July. On the 9th of August one of the daily journals reported the progress it had made in the following terms, which, though calm and cautious, give evidence of the little under-current of alarm:

“As was to be anticipated from the prevalence of the disease throughout the country and the unusual heat of the weather, some cases of sporadic cholera have occurred in this city. So far, however, the cases have been comparatively few and isolated, and have mostly occurred among persons whose constitutions were weakened and deteriorated by vicious or irregular habits, or whose residence and modes of living were unfavorable to health.

“Since the appearance of the disease the members of the Board of Health, the mayor, and other city officers connected with the health department, have been actively engaged in taking precautionary measures, and endeavoring to improve the somewhat objectionable sanitary condition of the city, and to this end, at a recent meeting of the Board of Health, the following address to the citizens was promulgated:

“ST. LOUIS, Mo., Aug. 8, 1866.

“TO THE CITIZENS OF ST. LOUIS:

“As it is now fully ascertained by the Board of Health of the city of St. Louis that there are some cases of cholera among us, and having taken all the precautions in our power, we would most earnestly request of the citizens of St. Louis to assist us in carrying out the sanitary regulations of the city.

“JOHN FINN,

“President of Board of Health.

“I hereby cordially concur in the above recommendations.

“JAMES S. THOMAS,

“Mayor of St. Louis.”

The disease made progress, but active steps were taken to meet it. Under date of August 11th we read that,—

“The sudden and unusual coolness of Thursday night, followed by the close murky atmosphere of yesterday, resulted, as might be expected, in a somewhat increased number of cases of cholera. Forty-three cases were reported at the health office. Many of these, however, were of a mild character, yielding easily to medical treatment.

“The following are the names of the physicians appointed by the board to attend to those unable to pay:

“First District, D. A. Roach. Orders can be left at the drug store on Carondelet Avenue between Russell and Anne.

“Second District, Dr. William S. Golding. Leave orders at his office, corner Fourth and Walnut.

“Third District, Dr. S. T. Newman, corner of Washington Avenue and Fifth Street.

“Fourth District, Dr. R. B. McAuliff, corner of Broadway and Carr.

“Fifth District, Dr. James O. Gallaher. Orders can be left at 722 Broadway, Tenth Ward, and at James McBride’s drug store, on Fifth between O’Fallon and Biddle.

“They also resolved to appoint two drug stores in each ward at which medicines can be obtained by poor people free of charge.”

On the 16th, the following was issued:

“MAYOR’S PROCLAMATION.

“MAYOR’S OFFICE,

“ST. LOUIS, Aug. 15, 1866.

“Whereas, It has been represented to me that the wants of those suffering from cholera might be alleviated and the sanitary condition of the city more fully attained by the appointment of a number of citizens in each ward, whose duty it should be to inquire into the condition of the infected neighborhoods, to use such remedies as necessity demands by supplying to the poor medical advice, having medicines made up for them, and using disinfectants.

“Now, therefore, I, James S. Thomas, mayor of the city of St. Louis, do hereby appoint the following citizens, and request them to carry out the objects above set forth:

“First Ward, Col. Koehler, Col. Vahlkamp, John C. Finck, Charles Strittwetter, Toney Faust, George Meisbach.

“Medicines will be supplied at drug store 259 Carondelet Avenue; also at Mol’s drug store, Carondelet Avenue.

"Second Ward, Col. Chris. Ploeser, Julius Conrad, Charles W. Gottschalk, Phil. Michel, Capt. Chris. Overbeck, John Pultis, Henry Amburg, Charles R. Fritsch.

"Medicines will be supplied at Geniff's drug store, 35 Carondelet Avenue; also at H. Distlehorst's, corner of Seventh and Souldard.

"Third Ward, William Rumbold, Amadee Vallé, C. C. Simmons, William H. Maurice, Edward Mead, John G. Copelin, Dr. William Taussig, E. P. Rice, R. C. Rennick, Frederiek Heitkamp, Emile Winter, Herman Schepmann, Dr. T. F. Rumbold.

"Medicines to be supplied at drug store corner Seventh and Chouteau Avenue.

"Fourth Ward, William H. Godfrey, G. W. Dreyer, Tony Niederweiser, George Walbrecht, Frank Boehm, D. C. L. Lips, — Limberg, Dr. Thousas Scott, J. C. Barlow, P. Wiles, W. Vanzandt.

"Medicines will be supplied at drug store of Enno Sanders, corner of Fourth and Walnut Streets, and at drug store corner of Seventeenth and Market.

"This committee is requested to convene at Tony Niederweiser's at ten o'clock A.M. to-day.

"Fifth Ward, Erastus Wells, John Cairns, Joseph Conn, A. J. P. Gareschè, James Quigley, John McBride, John Jackson, L. Burns, John Ivory, Hampton Woodruff. Medicines can be supplied at drug store corner of Fifth and Market, and at drug store corner of Seventeenth and Market Streets.

"The committee is requested to meet at the hall of the Board of Aldermen at ten o'clock to-day.

"Sixth Ward, William G. Eliot, B. R. Bonner, Joshua Cheever, James Blakely, Charles G. Ramsey, John S. Thompson, Levin Baker, Jacob Merrell, James Seollay, William H. Benton. Medicines to be supplied at Crawford's drug store, corner of Eighth and Washington Avenue, and McGintie, corner of Olive and Fifteenth Streets.

"Seventh Ward, James T. Mercer, C. F. Walther, J. H. Gerdemann, Anson Comstock, John O'Brien, William Lanmann, H. Steinberg, A. Heute, Ernst Krepper. Medicines to be supplied at Walton & Co., Morgan and Third Streets, and at the drug store corner of Seventeenth Street and Franklin Avenue.

"This committee is requested to convene at J. H. Gerdemann's, corner Seventeenth and Franklin Avenue.

"Eighth Ward. The committee of this ward will be appointed by Dr. Horatio Wood, and will receive instructions from him. Medicino will be supplied at drug store corner of Washington Avenue and Broadway, and at drug store corner of Seventeenth and Franklin Avenue.

"Ninth Ward, M. W. Hogan, P. Driscoll, D. McAuliffe, John H. Neirmeyer, William Powers, John Amende, William Stenkemeyer, Edward Quinlivan, H. J. Shauhoest, Phil. McDonald, Casper Stalle. Medicines will be supplied at James J. McBride's drug store, on Fifth Street, between Biddle and O'Fallon, and at Knawb's drug store, corner of Fifteenth and Cass Avenue.

"Tenth Ward, Charles W. Irwin, Joseph Hodgeman, John McGuire, E. P. Gray, Frank Overstolz, Samuel Gaty, Charles R. Anderson, L. Garnett, Levy Ashbrook, J. O. Coddling, L. Vanderwater, N. Madden, E. D. Jones. Medicines will be supplied at corner of North Market and Broadway, at drug store corner of Ninth and Chambers Streets, and at drug store corner of Broadway and Salisbury.

"The committee is requested to convene at National Hall, corner of Chambers Street and Broadway, at ten o'clock A.M., 16th inst.

"The citizens named in the above will act under the direction of the gentleman first named in their respective wards,

and his action in the premises will be sustained by the chief executive.

"In testimony whereof, I have hereunto set my hand and caused the seal of the city of St. Louis to be affixed this 15th day of August, 1866.

"JAMES S. THOMAS,
"Mayor of St. Louis.

"J. W. HEATH,
"City Register."

At that time the Board of Health was proceeding with energy, suppressing nuisances and promoting hygienic measures of every kind. The commissioners, Messrs. Belt, Stifel, King, Finn, Krieger, and the health officer, made short work of everything prejudicial to hygiene that was brought to their attention. Stagnant ponds, offal, garbage, public and private nuisances of all sorts were dealt with by the strong hand. One of the hotels was declared a nuisance, and so were slaughter-houses, alleys, and everything that was malodorous. Many donations were received; much gratuitous advice likewise. It was all gravely reported, for example,—

"Communication of James Lyttle, in regard to a cheap and simple preventive of cholera, received and read.

"This disease will never spread among people with sulphur in their stockings. Put half a teaspoonful of flour of sulphur into each of your stockings and go about your business; never go out with an empty stomach; eat no fresh bread nor sour food.

"Not one of the many thousand who have followed this, my advice, has been attacked by cholera. So says the celebrated Dr. Hering in his medical work published some years ago.

"The most powerful disinfectant is sulphuric acid gas (the fumes of melted sulphur)."

Meantime the disease had become quite severe.

"The following is the mortuary report for the week ending Friday, 17th of August, so far as included in the reports from the different cemeteries :

Whito males.....	386
White females.....	365
Colored males.....	6
Colored females.....	11
Total	768

Nativities.

United States.....	434
Germany.....	110
Ireland	188
France.....	6
Italy	7
Switzerland.....	5
Canada	4
England	13
Nova Scotia.....	1
Total	768

"Of the above, 241 were children under five years of age, and 2 still-born. Deaths from cholera, 532.

"Owing to the press of business at the health office, the regular mortuary report has not been made up, and the above

figures comprise only the cemetery returns, without including deaths at City Hospital, quarantine, and smallpox hospital. Subsequently we were informed that the report from the city cemetery was 127 deaths, of which all but 11 were of cholera. We were unable to ascertain whether this includes the deaths occurring at quarantine and the smallpox hospital. The total number treated at the City Dispensary during the week by Drs. Folsom and Grissom was 489 cases. The various committees still prosecute their labors energetically, and lime, coppers, and other disinfectants were liberally distributed."

Among those whom the pestilence carried off were Col. I. Weidemeyer, county auditor. He was fifty-three years old, and had served the Union cause efficiently during the civil war, being colonel in command of the Forty-first Missouri Infantry. On September 24th, Hampton Woodruff succumbed to the plague. He was a member of the Board of Delegates in the City Council, and highly esteemed. Since the outbreak of the cholera he had done great service as an active member of the sanitary committee of his ward. He was forty-eight years old at the time of his death, a native of Baltimore, Md., but for twenty-five years a citizen of St. Louis. He was a butcher and wholesale cattle-dealer, president of the Butchers' Association, a "bright" Mason, and a man of honorable prominence for scrupulous integrity and exemplary business capacity.

For the week ending August 24th the death table was as follows :

Cemeteries.	Total Burials.	Of Cholera.
Arsenal Island, from City Hospital.	123	108
Holy Ghost.....	130	112
Rock Spring.....	177	106
Calvary.....	182	148
Wesleyan.....	38	28
Lutheran.....	9	9
Bellefontaine.....	123	118
Salem.....	6	6
St. Mark.....	1	1
St. Peter.....	55	44
St. Peter and Paul.....	69	45
Beni el Hebrew.....	5	3
United Hebrew.....	8	6
St. John.....	9	4
Holy Trinity.....	216	175
Concordia.....	1	1
Friedens.....	4	4
Total.....	1156	918

"Nativities.—United States, 526; Ireland, 260; Germany, 297; England, 17; Belgium, 2; France, 22; Canada, 14; Switzerland, 6; Italy, 8; Sweden, 4. Total, 1156.

"Sexes.—White males, 647; white females, 470; colored males, 28; colored females, 11. Total, 1156. Of this number 206 were children under five years of age.

"Admissions to the City Hospital during the week, 275; ditto to quarantine, 2; treated at the dispensary by Drs. Folsom and Grissom during the week, 290.

"The above total of the deaths is somewhat below the actual aggregate, inasmuch as the returns from Arsenal Island are only partial, including only those persons who died in the City Hospital, no return being made as to the number of poor persons interred on the island during the week who died in other

parts of the city. The number of interments of this nature must at least be over one hundred, which will increase the total mortality to nearly thirteen hundred. This is somewhat a startling aggregate when compared to the weekly returns we are accustomed to see published, which rarely exceed one-fifth of the above number, but now that the mysterious and merciless epidemic, which has caused so much sorrow and desolation, is rapidly subsiding, it is comparatively easy to contemplate the fact with calmness, and to realize that after all the cholera has paid us but a flying visit, far less destructive and prolonged than its former well-remembered visitations.

"By one of the strange fluctuations common to our anomalous climate, the usually hot, sultry weather incident to August has been exchanged for the cool atmosphere and cloudless skies of the Indian summer. Within the last few days thin coats and light pants have been at a discount; people have ceased to sit on their door-steps in the evening, or to lie uncovered under breezy mosquito-bars, while some have twinges of rheumatism, and others gloomy intermittents and chills. We are not disposed, however, to quarrel with the weather just now. Who knows how much these clear, cool breezes have assisted in expurging from the air the invisible blight which has shed the gloom of the 'shadow of death' round so many households? Certain it is that the decrease of mortality and the cool weather were simultaneous in their commencement."

The press and the people consoled themselves with the reflection that things were not nearly so bad as they had been in 1849. They said,—

"The cholera this year broke out on the 29th of July, the first case of which proved fatal.

"The mortality report for the week ending July 6th of the present year was: Total number of deaths, 135, of which 89 were children under five years of age. Friday, July 13th, 122; Friday, July 20th, 183; Friday, July 27th, 190; Friday, August 3d, 208. No cholera cases as yet officially reported.

"On the 10th instant no report was furnished. For the week ending Friday, August 17th, there were 895 deaths, of which 648 were from cholera; for the week ending Friday, August 24th, there were 1156 deaths, of which 918 were reported as cholera cases.

"During the month of December, 1848, the census of the city was taken preliminary to a revision of the wards for the adjustment of ward representation in the City Council. It was then found to be 63,781, and the highest number of deaths from cholera for one week during 1849, by the above table, is found to be 639.

"The census, which has lately been completed, gives us a population of over 204,000. The deaths from cholera during the past week, being but 918, in proportion to the population of the city as compared with that of 1849, would show that as yet there is no reason for alarm, and the more especially so as will be seen from the above table that we are rapidly approaching the season when the cholera ceased to be an epidemic in 1849. Severe as has been the visitation upon our city, it has been far less destructive than at the time above alluded to. Vigilance should not as yet be relaxed; sanitary measures should still be enforced with rigor until the frosty nights come.

"During the past day or two the cholera seems to be far less malignant and deadly than during the early part of the week, and we have good reason to believe that it will soon disappear altogether, notwithstanding the mortuary report for this week shows an increase over the past week."

The disease now began to subside, as the report for September 9th shows:

Cemeteries.	Total Interments.	Cholera.
Arsenal Island, from City Hospital.....	63	27
Rock Spring.....	81	47
Calvary.....	85	51
Wesleyan.....	24	14
Lutheran.....	7	4
Bellefontaine.....	60	43
Salem.....	4	3
St. Peter.....	52	31
SS. Peter and Paul.....	56	27
Beni el Hebrew.....	5	2
United Hebrew.....	8	4
St. John.....	4	2
Holy Trinity.....	131	73
Total.....	580	329

"Nativities.—United States, 349; Belgium, 2; Sweden, 1; England, 11; Canada, 2; Germany, 80; Ireland, 122; Italy, 1; Norway, 2; France, 10. Total, 580.

"Sexes.—White, males 271, females 282; colored, males 17, females 10. Total, 580. Of these 209 were children of five years and under, and 13 infants still-born.

"Deaths at City Hospital during the week, 61; St. Louis, 2; Good Samaritan, 1.

"Admissions to City Hospital, 132; Quarantine, 12.

"Treated at City Dispensary during the week by Drs. Folsom and Grissom, 235.

"The above report is complete, with the exception of the returns of a few of the cemeteries which had not been received at the health office up to a late hour Saturday evening. It also does not include the full number of interments at Arsenal Island. The interments on the island from the City Hospital are given, but owing to some confusion on the island, the old clerk having been discharged, no return was made on Saturday as to the number of those who died on the island during the week, or of those bodies sent there for interment from various parts of the city. In the absence of the actual figures, the health office estimates the number of interments on the island, irrespective of those from City Hospital, given above, as 158, of which about 100 were of cholera. This increases the total mortality arising from the epidemic during the week to 429, which, even allowing for the incompleteness of the cemetery returns, must be considered as a very satisfactory total as compared with that of the preceding.

"The cemetery returns for Friday are embodied in the above report, and hence it is unnecessary to give the details. The total number of deaths from cholera was 27, indicating, as on previous days, the rapid decrease of the disease. The police reports for the twenty four hours ending Saturday morning at eight o'clock show 29 cases and 23 deaths."

The subsidence of the epidemic was officially announced by the mayor, who issued the following address:

"MAYOR'S OFFICE,
"St. Louis, Sept. 13, 1866.

"Whereas, from information received from various sources, and also a resolution from the honorable the Board of Health, and from my own knowledge, I am gratified in being able to proclaim to our citizens that the cholera no longer prevails as an epidemic in our midst.

"I desire to return the sincere thanks of myself and the citi-

zens of St. Louis to the honorable the Board of Health, and to the several ward committees, for their efficient action in assisting the sick, aiding in the burial of the dead, and disinfecting the houses, yards, and alleys throughout the city.

"I request the committees not to desist from their labors, but continue for a while longer, and desire the citizens to continue to be watchful in regard to the cleanliness of their premises and in their diet.

"In testimony whereof I have hereunto set my hand and caused the seal of the city of St. Louis to be affixed this 13th day of September, A.D. 1866.

"Attest:

"J. H. HEATH,
"City Register.

"JAMES S. THOMAS,
Mayor."

ABSTRACT OF DEATHS IN THE CITY OF ST. LOUIS FOR THE WEEK ENDING SEPT. 14, 1866.

Cemeteries.	Total.	Cholera.
City Hospital.....	47	25
Holy Ghost.....	54	32
Rock Spring.....	27	13
German Protestant.....	6	6
Calvary.....	66	32
Wesleyan.....	26	9
Bellefontaine.....	43	20
Salem.....	6	5
St. Mark.....	14	11
St. Peter.....	26	15
SS. Peter and Paul.....	51	33
Beni el Hebrew.....	3	1
United Hebrew.....	1	1
St. John.....	10	6
Holy Trinity.....	98	57
Friedens.....	13	12
Arsenal Island.....	21	10
St. Paul.....	11	7
Total.....	522	297

Nativities.

England.....	14
Ireland.....	108
Germany.....	125
United States.....	218
France.....	3
Scotland.....	7
Unknown.....	47
Total.....	522

Deaths at the City Hospital, 33; at the St. Louis Hospital, 15; at the Good Samaritan Hospital, 2.

Admissions to the City Hospital, 102; to the Quarantine Hospital, 2.

Treated at the City Dispensary by Drs. Folsom and Grissom, 213; treated at the Third District Health Office by Dr. Gill, 89.

Next week there was a still further reduction of the death rate:

"The following is an abstract of deaths in St. Louis for the week ending Friday, September 21st:

Total Number of Deaths.	Cholera Cases.
Total.....	381
	202"

The city in a short time returned to its customary salubrity.

The following are the mortality returns for St. Louis according to the census of 1880 :

MORTALITY BY AGE, SEX, AND COLOR.

COLOR.	Sex.	Total.	Under One Year.	One Year.	Two Years.	Three Years.	Four Years.	Under Five Years.	Five Years and Over.	Ten Years and Over.	Fifteen Years and Over.	Twenty Years and Over.	Twenty-five Years and Over.	Thirty Years and Over.	Thirty-five Years and Over.	Forty Years and Over.	Forty-five Years and Over.	Fifty Years and Over.	Fifty-five Years and Over.	Sixty Years and Over.	Sixty-five Years and Over.	Seventy Years and Over.	Seventy-five Years and Over.	Eighty Years and Over.	Eighty-five Years and Over.	Ninety Years and Over.	Ninety-five Years and Over.	Unknown.
		White...	M.	3523	1305	248	76	57	40	1726	101	56	71	102	129	166	138	178	197	163	138	120	104	57	34	24	22	22	22	12
Black...	F.	2790	1022	220	90	58	42	1432	95	49	84	126	131	101	101	99	74	75	9	9	66	66	54	25	25	25	25	25
	M.	394	123	33	7	7	6	176	16	3	9	33	26	21	28	19	11	11	9	9	6	4	7	3	3	3	3	3
	F.	328	107	25	19	4	5	160	17	10	12	16	27	15	7	7	11	6	8	8	1	7	...	...	...	...	...	...
Totals.....		7035	2557	526	192	126	93	3494	229	118	176	277	313	303	292	305	318	254	230	207	189	134	95	54	17	6	10	14

MORTALITY BY AGE, SEX, AND MONTH.

MONTHS.	Sex.	Total.	Under One Year.	One Year.	Two Years.	Three Years.	Four Years.	Under Five Years.	Five Years and Over.	Ten Years and Over.	Fifteen Years and Over.	Twenty Years and Over.	Twenty-five Years and Over.	Thirty Years and Over.	Thirty-five Years and Over.	Forty Years and Over.	Forty-five Years and Over.	Fifty Years and Over.	Fifty-five Years and Over.	Sixty Years and Over.	Sixty-five Years and Over.	Seventy Years and Over.	Seventy-five Years and Over.	Eighty Years and Over.	Eighty-five Years and Over.	Ninety Years and Over.	Ninety-five Years and Over.	Unknown.	
		Jan.....	M.	205	65	9	5	5	3	87	2	4	7	12	10	13	7	12	8	13	8	9	6	3	2	2	2	2	2
Feb.....	F.	158	37	7	9	3	4	60	10	4	4	11	7	15	7	4	9	7	7	6	5	1	1	1	1	1	1	1	1
March.....	M.	279	82	17	6	4	4	113	10	3	5	10	8	11	21	15	24	16	14	12	12	7	7	7	7	7	7	7	7
April.....	F.	223	56	9	9	8	2	84	8	8	10	12	17	6	13	10	17	7	7	5	5	5	5	5	5	5	5	5	5
May.....	M.	310	94	24	6	3	4	131	13	3	8	11	16	11	17	12	23	17	13	10	8	8	8	8	8	8	8	8	8
June.....	F.	249	77	21	6	7	4	115	10	6	5	15	12	10	10	7	10	8	10	6	8	8	8	8	8	8	8	8	8
July.....	M.	344	124	25	9	6	8	172	7	4	8	13	15	14	19	12	16	15	13	11	12	12	12	12	12	12	12	12	12
Aug.....	F.	276	86	31	24	5	3	149	11	4	3	10	14	12	7	11	7	5	11	6	9	12	9	8	5	3	3	3	3
Sept.....	M.	319	115	25	8	5	3	156	12	5	3	12	15	12	13	12	18	13	9	12	12	8	8	8	8	8	8	8	8
Oct.....	F.	242	86	23	10	3	5	127	13	6	6	6	12	8	15	9	8	6	6	7	7	4	4	4	4	4	4	4	4
Nov.....	M.	383	213	23	5	5	1	247	14	1	4	7	6	14	14	10	17	10	10	10	10	10	10	10	10	10	10	10	10
Dec.....	F.	313	158	16	4	6	2	186	8	1	12	14	16	7	5	8	10	3	6	9	8	7	7	7	7	7	7	7	7
Totals.....		3917	1428	281	83	64	46	1902	117	59	80	135	155	187	166	197	208	174	147	129	110	61	41	26	3	3	3	3	
	F.	3118	1129	245	109	62	47	1592	112	59	96	142	158	116	126	108	110	80	83	78	79	73	54	28	14	3	5	2	

Among the annual reports to the mayor and Council of St. Louis in May, 1882, none are more full and interesting than those of the clerk to the health commissioner, from which we abstract the following matters of durable interest:

“During the year 1881 there occurred in St. Louis 8410 deaths from all causes, which sum total was exceeded in the last fifteen years only by that of 1873, when the deaths aggregated a sum of 8551, and the annual death-rate was 30.5 per thousand. In that

year 837 deaths occurred from smallpox, and the deaths from the seven principal zymotic causes were 29.7 per cent. of the total mortality. In the preceding year, with 1591 deaths from smallpox, a total of 8047 deaths occurred, and the annual death-rate was 29.8 per thousand. It will become apparent from a consideration of the tables which will follow, that the advance in the number of deaths and the annual death-rates has been universal throughout the land.

COMPARATIVE MORTALITY IN ST. LOUIS DURING FOURTEEN YEARS.

YEAR.	Population.	Total Deaths.	Death Rate per Thousand.	Deaths under Five Years.	Per Cent. of Total Deaths.	Smallpox.	Measles.	Scarlatina.	Diphtheria.	Group.	Whooping-Cough.	Typhus and Typhoid Fever.	Diarrhoeal Diseases, under Five Years.	Other Diarrhoeal Diseases.	Total from Foregoing Causes.	Per Cent. of Total Deaths.	Malarial Fevers.	Per Cent. of Total Deaths.	Phthisis Pulmonum.	Per Cent. of Total Deaths.	Pneumonia.	Per Cent. of Deaths.	Still-Births (not included in Mortality).
1867.....	220,000	6538	29.7	2953	45.1	3	28	27	48	58	60	194	173	1507	2098	31.9	227	3.4	464	7.1	309	4.7	371
1868.....	230,000	5193	22.5	2582	49.7	.....	8	28	35	44	26	294	409	512	1356	26.1	127	2.4	503	9.6	371	7.1	481
1869.....	242,000	5884	24.5	3225	54.8	214	112	55	49	51	50	202	469	409	1620	27.5	147	2.4	571	9.7	410	6.9	421
1870.....	250,000	6670	26.6	3449	51.7	375	32	263	75	92	97	269	371	534	2108	31.6	180	2.7	620	9.2	350	5.2	407
1871.....	260,000	5265	20.2	2585	49.0	9	39	68	68	79	60	174	221	317	1035	19.6	124	2.3	599	11.3	381	7.2	363
1872.....	270,000	8047	29.8	4058	50.4	1591	57	47	76	66	7	176	456	549	3025	37.5	124	1.5	568	7.0	382	4.7	630
1873.....	280,000	8551	30.5	4014	46.9	837	35	22	61	78	30	167	496	822	2548	29.7	140	1.6	751	8.7	510	5.9	514
1874.....	290,000	6506	22.4	3443	52.7	447	51	87	56	53	58	131	460	295	1638	25.1	1.8	1.3	581	8.9	413	6.3	510
1875.....	300,000	7532	25.10	3755	49.8	603	70	508	160	72	10	131	378	315	2247	29.8	212	2.3	740	9	450	5.9	421
1876.....	310,000	6019	19.41	2840	47.1	90	55	124	167	157	54	103	314	248	1312	21.6	216	3.6	721	11.9	460	7.6	401
1877.....	320,000	5660	17.63	2391	42.2	.....	1	40	165	69	70	130	197	234	906	16.0	240	4.2	686	12.1	427	7.6	467
1878.....	330,000	6002	18.18	2635	43.9	.....	35	36	156	85	46	74	238	213	883	14.7	279	4.0	736	12.2	375	6.2	434
1879.....	340,000	6167	18.11	2666	43.2	.....	25	39	141	62	41	112	477	189	1086	17.6	197	3.1	781	12.8	432	7.0	541
1880.....	350,522	6635	18.92	2937	44.2	.....	55	47	113	61	79	139	488	161	1143	17.2	241	3.6	786	11.8	539	8.1	561

COMPARATIVE DETAILS OF MORTALITY IN NINETEEN CITIES IN THE UNITED STATES IN 1881.

CITIES, AND TOTAL POPULATION.	POPULATION, CENSUS 1880.		DEATHS.																			
	Whites.	Col'd.	Total.	Whites.		Death Rate per 1000, Census 1880.	Death Rate per 1000, White.	Death Rate per 1000, Colored.	Mortality under Five Years.	Per Cent. of Total Deaths.	Smallpox.	Measles.	Scarlatina.	Diphtheria.	Whooping-Cough.	Typhus and Typhoid Fever.	All Diarrhoeal Dis-eases.	Per Cent. of Total Mortality.	Phthisis Pulmonum.	Per Cent. of Total Mortality.	Pneumonia.	Per Cent. of Total Mortality.
				Whites.	Colored.																	
New York, 1,206,577.....	1,186,144	20,433	38,624	37,888	736	32.1	31.9	36.0	17,737	47.9	451	429	1964	2249	286	606	4270	26.5	5312	13+	3261	8+
Philadelphia, 846,980.....	815,182	31,798	19,525	18,362	1163	23.0	22.5	36.5	6,996	35.8	1336	14	486	449	110	634	975	20.5	2758	14+	911	4+
Brooklyn, 566,689.....	553,474	8,215	14,533	14,223	310	25.6	.....	.....	6,967	47.9	35	56	651	1170	118	103	3147	36.3	1784	12+	1022	7+
Chicago, 503,304.....	496,620	6,684	13,692	13,530	162	27.2	27.2	24.2	7,370	53.8	854	103	189	613	158	568	1785	31.1	1034	7.5	707	5+
Boston, 362,535.....	356,535	6,000	9,015	8,812	203	24.8	24.7	33.8	3,432	38.0	6	110	34	602	78	204	1615	29.3	1549	17+	684	7+
St. Louis, 350,522.....	328,232	22,290	8,410	7,591	819	23.9	23.1	36.7	3,541	42.1	5	27	108	157	61	191	881	16.8	913	10.8	475	5+
Baltimore, 332,190.....	.....	.....	8,816	6,719	2097	26.5	.....	.....	3,919	44.4	11	75	215	639	93	200	907	24.2	1206	13+	466	5+
Cincinnati, 255,708.....	247,638	8,170	6,219	5,939	280	24.7	23.9	34.2	2,607	40.3	60	82	65	105	36	190	585	17.0	1900	14+	373	6-
San Francisco, 233,956.....	210,515	23,441	4,178	.....	.....	17.8	.....	.....	1,136	27.0	70	8	11	53	19	90	84	8.1	630	15+	308	7+
New Orleans, 216,140.....	158,379	57,761	6,406	4,127	2279	29.1	26.0	39.4	2,015	31.4	5	26	197	92	1	66	695	16.8	900	14+	327	5+
Washington, 180,000.....	120,000	60,000	4,504	2,386	2118	25.0	19.8	35.3	1,846	40.9	2	9	23	105	21	111	492	16.9	818	18+	317	7+
Cleveland, 160,140.....	158,094	2,046	3,727	.....	.....	23.2	.....	.....	.....	.....	1	32	90	188	16	180	509	27.2	210	5+	166	4+
Buffalo, 155,137.....	154,292	845	3,972	3,951	21	25.6	25.6	24.8	1,854	46.6	4	32	162	193	29	109	651	29.2	357	8	253	6+
Milwaukee, 115,578.....	115,275	303	2,689	2,687	2	23.2	23.3	6.6	1,526	56.7	2	23	137	122	2	49	241	21.4	228	8	127	4+
Louisville, 123,645.....	102,842	20,920	2,761	2,000	761	22.3	19.4	27.5	1,049	37.9	16	4	10	21	1	135	234	15.2	481	17+	179	6+
Pittsburgh, 156,381.....	152,290	4,091	4,493	4,315	178	28.7	28.3	43.5	2,169	47.6	448	46	382	210	37	248	393	39.0	382	8+	221	4+
Providence, 104,857.....	101,211	3,646	2,145	2,040	105	20.4	20.1	28.8	727	33.8	.....	25	45	116	41	38	163	19.9	344	16+	173	8+
Richmond, 63,803.....	35,756	28,047	2,049	8,650	1184	32.1	24.1	42.2	822	40.1	150	14	.....	16	35	72	190	23.1	281	13+	83	4+
Wilmington, 42,499.....	37,023	5,476	1,341	1,018	323	31.5	27.4	58.9	516	.....	.....	120	3	39	24	9	75	23.4	193	14+	34	2+

“The relative percentages of the deaths by classes for the past three years is as follows:

	1879.	1880.	1881.
Zymotic diseases.....	30.1	27.6	31.7
Constitutional diseases.....	21.6	20.4	18.8
Local diseases.....	38.9	40.0	37.6
Developmental diseases.....	5.0	7.0	7.1
Violence.....	4.0	4.8	4.6

“It will be seen that the zymotic deaths have advanced four per cent. in the year 1881 over that of 1880. This increase is due in special to the heavy mortality in 1881 from cerebro-spinal fever, from which cause 314 deaths occurred. The mortality from diarrhoeal diseases in children under five years of age also largely increased, being 686 against 488 in 1880.”

NATIVITY OF PERSONS DECEASED IN ST. LOUIS DURING THE CALENDAR YEAR 1881.

City of St. Louis.....	3943
State of Missouri.....	250
Other parts of the United States.....	1586
Canada.....	31
England.....	144
Scotland.....	32
Wales.....	3
Ireland.....	787
Germany.....	1330
France.....	44
Switzerland.....	52
Austrian Empire.....	55
Sweden and Norway.....	25
Russia.....	3
Netherlands.....	3
Denmark.....	5
Italy.....	23
Other foreign countries.....	21
Unknown.....	63
At sea.....	2
Total.....	8410

STATEMENT OF MORTALITY IN THE CITY OF ST. LOUIS FOR THE CALENDAR YEAR 1881.

	1st Quarter, 1881.	2d Quarter, 1881.	3d Quarter, 1881.	4th Quarter, 1881.	Total.
Total deaths from all causes.....	1889	2023	2597	1901	8410
Zymotic diseases.....	430	682	978	579	2669
Constitutional diseases.....	352	363	449	418	1582
Local diseases.....	879	729	872	686	3166
Developmental diseases.....	153	146	175	130	604
Deaths by violence.....	75	103	123	88	389
Deaths from zymotic diseases:					
Smallpox.....			1	4	5
Measles.....	14	12		1	27
Scarlatina.....	25	21	27	35	108
Diphtheria.....	31	28	31	67	157
Croup.....	25	6	9	28	68
Whooping-cough.....	12	12	31	6	61
Typhoid fever.....	24	21	59	87	191
Cerebro-spinal fever.....	90	187	24	13	314
Malarial fevers.....	58	62	157	116	393
Puerperal fever.....	24	21	22	11	78
Diarrhoeal diseases { Under 5 years.....	9	190	411	76	686
{ Other ages.....	20	23	90	62	195
Erysipelas.....	20	12	7	5	44
Pyæmia and septicæmia.....	10	17	6	11	44
Syphilis.....	7	11	4	3	25
Inanition, want of breast-milk, etc.....	33	39	61	29	162
Alcoholism.....	18	13	25	14	70
Other zymotic diseases.....	10	7	13	11	41
Deaths from constitutional diseases:					
Rheumatism and gout.....	7	2	1	2	12
Cancer and malignant tumor.....	33	41	34	50	158
Phthisis and tuberculosis pulmon.....	243	231	207	232	913
Marasmus, tubes mesenterica, and scrofula.....	55	65	174	103	397
Hydrocephalus, tubercular meningitis, etc.....	11	16	23	12	62
Other constitutional diseases.....	3	8	10	19	40
Deaths from local diseases:					
Bronchitis.....	82	52	22	54	210
Pneumonia.....	213	106	51	105	475
Other diseases respiratory organs.....	69	29	36	48	182
Diseases of the circulatory system.....	80	77	76	71	304
Meningitis and encephalitis.....	82	87	89	46	304
Convulsions and trismus.....	110	127	181	111	529
Heart-stroke.....		3	105		108
Apoplexy.....	34	21	23	34	112
Other diseases of the brain and nervous system.....	71	87	125	67	350
Cirrhosis of the liver and hepatitis.....	28	33	40	46	147
Enteritis, gastroenteritis, peritonitis, and gastritis.....	76	66	84	68	294
Bright's disease and nephritis.....	26	33	29	25	113
Other diseases urinary organs.....	3	1	4	6	14
Diseases of the generative organs.....	4	6	4	4	18
Diseases of the locomotory organs.....		1	1	1	3
Diseases of the integument.....	1		2		3
Deaths from developmental diseases:					
Accidents of pregnancy and childbirth.....	6	6	8	8	28
Congenital debility, malformation, etc.....	82	91	108	71	352
Senility.....	65	49	59	51	224
Deaths by violence:					
Surgical operations.....	2	3		1	6
Deaths by suicide.....	17	25	26	16	84
Deaths by homicide.....	6	7	14	9	35
Deaths by accident.....	51	68	83	61	263
Execution by warrant of law.....				1	1

TOTAL DEATHS FROM ALL CAUSES, BY CALENDAR MONTHS.

	1881.	1880.	1879.
January.....	598	448	550
February.....	550	461	430
March.....	691	532	431
April.....	725	574	397
May.....	526	512	451
June.....	765	692	611
July.....	1036	702	693
August.....	897	637	704
September.....	703	551	424
October.....	687	524	492
November.....	678	493	440
December.....	554	509	544
Total.....	8410	6635	6167

DISTRIBUTION OF TOTAL MORTALITY, 1881.

WARD.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Total.	Deaths in Pub. Inst.
1.....	84	93	138	100	415	7
2.....	44	62	66	65	237	22
3.....	75	78	112	84	349	5
4.....	150	164	238	169	721	168
5.....	65	111	143	98	417	22
6.....	39	48	65	36	188	.....
7.....	68	77	125	79	349	.....
8.....	33	31	53	21	138	.....
9.....	46	69	80	79	274	3
10.....	117	109	135	128	489	18
11.....	24	40	51	43	158	38
12.....	139	118	209	153	619	11
13.....	43	48	42	33	166	.....
14.....	96	101	175	99	471	.....
15.....	146	210	215	197	768	540
16.....	55	51	90	70	266	37
17.....	65	84	102	70	321	8
18.....	72	73	86	87	318	3
19.....	40	39	64	27	170	3
20.....	53	69	104	78	304	96
21.....	20	19	35	30	104	2
22.....	22	26	55	29	132	91
23.....	25	24	28	17	94	.....
24.....	72	59	118	87	336	22
25.....	7	6	5	.....	18	.....
26.....	13	11	12	12	48	.....
27.....	83	80	86	92	341	270
28.....	37	41	59	62	199	.....
Deaths in Pub. Inst..	289	337	393	347	8410	1366

DEATHS, AREAS, AND CAUSES IN 1880.

WARD.	Area of Ward, Acres.	Population, United States Census, 1880.	Persons to an Acre.	Deaths, exclusive of Mortality in Public Institutions.	Rate per Thousand.	Rate per 1000 of Deaths from the Seven Principal Zymotic Diseases, excluding Public Institutions.
1.....	268.5	17,435	64.9	304	17.4	3.3
2.....	233.8	13,997	59.8	223	15.9	2.2
3.....	247.5	14,494	58.5	233	16.0	2.5
4.....	316.9	24,562	77.3	402	16.3	2.7
5.....	287.1	19,445	67.7	267	13.7	2.3
6.....	284.9	9,919	34.9	140	14.0	3.2
7.....	265.6	13,143	49.4	272	20.6	3.1
8.....	582.1	6,658	11.4	137	20.5	3.7
9.....	462.8	10,812	23.3	139	12.8	2.3
10.....	325.4	26,904	82.6	397	14.7	2.3
11.....	670.0	5,584	8.3	84	15.0	3.0
12.....	391.0	28,536	72.9	558	19.5	3.5
13.....	316.8	8,773	27.6	176	20.0	2.6
14.....	408.4	20,333	49.7	392	19.2	2.4
15.....	443.4	19,562	44.1	161	11.8	2.5
16.....	704.6	11,699	16.6	165	14.1	2.3
17.....	327.1	17,227	52.6	243	14.1	2.0
18.....	789.9	24,673	31.5	292	11.8	1.8
19.....	864.0	7,229	8.3	128	17.7	2.6
20.....	556.7	12,248	22.0	137	11.1	2.3
21.....	1012.0	4,187	4.1	88	21.0	3.6
22.....	1332.0	3,294	2.4	38	11.5	3.0
23.....	.....	5,737	.....	105	18.3	3.8
24.....	1305.0	12,256	9.3	187	15.2	2.5
25.....	.....	1,015	.....	16	15.7	1.9
26.....	.....	2,594	.....	44	16.9	4.6
27.....	.....	4,824	.....	83	17.2	4.5
28.....	.....	9,412	.....	162	17.2	1.2
Total..	.....	350,522	.....	5573	.....	.....

Area within the old city limits, acres.....	12,386.00
Population within the old city limits, United States Census, 1880.....	326,940.00
Persons to an acre within the old city limits.....	26.39
Death rate per thousand for entire city (excluding public institution mortality).....	15.89
Death rate per thousand, public institution mortality.....	3.03
Death rate per thousand, seven principal zymotic diseases.....	3.08

NUMBER OF BIRTHS REPORTED DURING 1881.

	COLOR.			SEX.			NATIVITY OF PARENTS.								NAME OF CHILD.			
	Total.	White.	Colored.	Not stated.	Male.	Female.	Not stated.	Foreign.	Native.	Foreign Father only.	Foreign Mother only.	Nativity of Father stated only.		Nativity of Mother stated only.		Not stated.	Stated.	Not stated.
												Native.	Foreign.	Native.	Foreign.			
First quarter.....	2036	1928	108	...	1066	969	1	773	724	402	94	3	1	7	6	26	1731	305
Second quarter.....	1620	1377	83	...	855	765	..	650	543	278	87	6	15	11	3	27	1384	236
Third quarter.....	2239	2138	101	...	1116	1123	..	788	826	464	102	8	3	16	2	30	1996	243
Fourth quarter.....	2171	2101	70	...	1110	1060	1	738	843	441	95	3	4	10	1	36	1916	255
Total.....	8066	7704	362	...	4147	3917	2	2949	2936	1585	378	20	23	44	12	119	7027	1039

CHAPTER XXXVI.

CULTURE AND LITERARY GROWTH IN ST. LOUIS.¹

HENRY M. BRACKENRIDGE, in his charming little work, so often quoted in this volume,² speaking of his renewal of intimacy with the friends of his childhood, the Beauvois family, in Ste. Genevieve, relates that he was "much amused one evening with the tartness of Madame Beauvois," when a young European merchant, whom she had taken as a boarder, "adapting his discourse to the ignorance of his hearers, informed them 'there was once a certain man called Mohammed who pretended to have received direct revelations from heaven, who wrote a book called the Koran, but that he was a great impostor.' 'My friend,' said the old lady, 'I believe you Europeans look upon us Creoles (country born) as no better than savages, as you regard the savages as baboons. As you have given us a piece of news, I must return the favor by informing you that there is such a place as Rome, somewhere on the other side of the great ocean, and that a person called the pope, of whom, I presume, you have never heard, resides there, and is considered by all good Catholics as the head of their church.' Monsieur Beauvois and I laughed heartily at this little sally, while the coxcomb was not a little mortified."

It is not to be wondered at that in some parts of the country the opinion should exist that there never has been any culture nor literary activity until very recently in St. Louis, yet it is surprising that such views should be held by a considerable body of people

to the manner born. Such seems to be the case, however, and it will be a pleasing task to prove their error. The mistake probably would not exist were it not for narrow and fallacious opinions in regard to what constitutes culture and literature. These cannot properly be restricted within one class of thoughts in regard to speculative science, morals, and art, and yet there have been times when it was pretended that all philosophy was bounded by the limits of Aristotle and Aquinas, and other times when it was asserted that there could be no poetry except such as was written by the rules of Horace and Monsieur Boileau. Today, in St. Louis, the philosophical school of Aquinas has a distinct and coherent existence alongside the school of Hegel and Schelling and Kant, and the comedy of the situation is that each of these schools ignores and denies the existence of the other with perfect sincerity and good faith.

The professors of the St. Louis University, progressive as they are in other respects, will probably tell you, if you press them hard, that philosophy cannot go beyond that dictum of Anselm, "*credo ut intelligam*," upon which rests the system of scholasticism perfected by Aquinas and Duns Scotus.³ On the other hand, the school which has grown up around the *Journal of Speculative Philosophy* looks for truth in the absolute consciousness, the thought knowing itself, and demands understanding as the root of belief. It is not necessary to assume that either school is entirely right or entirely wrong, or that the ex-

³ See that excellent manual, "Ethics; or, Moral Philosophy," by Walter H. Hill, S.J., Professor of Philosophy in the St. Louis University. Professor Hill says in his preface that "those venerable philosophers of the olden times reached their conclusions by rigorous logic, and their conclusions were right and true because derived by necessary sequence from matter not subject to mutation. . . . Indeed, there is little doubt that nothing is gained by theorists who reject the teachings and the axioms received as certain among those sagacious thinkers."

¹ The author is indebted to Professor H. H. Morgan for that portion of this chapter, indicated in the text, which treats of the contemporary period of literary growth and culture in St. Louis, beginning about 1857.

² Recollections of the West.

istence of the one demands the extinction of the other.

As with philosophy, so with culture, literature, and art. The modern evolution does not make it necessary to assume an utter absence of progress in the past. "There were brave men before Agamemnon," and there was culture in St. Louis before the foundation of the schools of philosophy which originated with Professor William T. Harris. It is true the culture of old St. Louis was not very productive in the limited direction of book-making and lecturing; its motto was *prodesse quam conspici*, but it was a genuine, solid culture nevertheless, and in some respects of a very exquisite quality, the culture of the *ancien régime* of France. It did not produce nor aspire at production, because its modesty was satisfied with the masterpieces of French, Latin, and Greek literature. Why should one attempt to produce inferior prose and poetry when he had the classics and Racine, Corneille, Voltaire, Rousseau, Pascal, Molière to turn to? Why seek deeper depths in philosophy, science, and art when he could consult the memoirs of the Institute and the Academy, the works of the encyclopædists and philosophers, all at his elbow? The student, the inquirer, the gentleman of leisure, all found enough to satisfy them in their libraries and in the books sent to them by their correspondents in Paris.

Nor were these libraries inferior or insignificant. H. M. Brackenridge, when preparing his papers for the *Missouri Gazette* (1811-12), which were afterwards gathered in the volume called "Views of Louisiana," had access to the library of Auguste Chouteau. "Here I found," said he, "several of the early writers of travels, and descriptions of Louisiana and Illinois, such as La Houton, Lafiteau, Hennepin, Charlevoix, etc., which I took to my lodgings to read at night, being always a night-student; but I spent some hours in the day in examining and in perusing this fine collection." Some of the chapters in his "Glimpses of Louisiana" show that this collection, which, it has been conjectured, included the remains of the library of the Jesuit College at Kaskaskia, embraced, in adding to patriotic writers, a line of contributions to "Americana" such as were not known at all in New England at that time, were not studied by Irving and Prescott, only imperfectly examined by Bancroft, and never completely brought to the front of appreciation by English-speaking students until unearthed by Dr. O'Callaghan, and expounded by John Gilmary Shea and Francis Parkman.

In fact, in Upper and Lower Louisiana, in the period between 1760 and 1830, there was a very fine quality of culture among the people of the leisure

classes. We only have glimpses of this, because, as we have said, it was a culture which did not produce, but contented itself with having information and knowledge for its own use. But these chance glimpses reveal its fine quality. Note the instances above, and the fact that Brackenridge studied Louisiana law from a manual (in two volumes, quarto) of the "Cou-tume de Paris," which he found in Mr. Beauvais' two-roomed "house of posts" in Ste. Genevieve. So, when James H. Lucas went to Arkansas Post from college, he found there a highly-educated and accomplished French gentleman, whose influence probably saved him from going to the bad, and whose books and knowledge made a lawyer of him.

Such gentlemen were found throughout the country, and there were many such in St. Louis, scholarly and highly-educated French and Spanish gentlemen, and professional men from the United States colleges, whose intercourse could attract and charm a man so accomplished as J. B. C. Lucas. The odd, eccentric doctor and professor, Shewe, the Prussian, of whom Brackenridge delights to tell, was "a scholar, a chemist, a painter, a divine, a philosopher, a professor of languages," with six diplomas, four in Latin,—"von from de Eleziac Academy from Baris, von from de Gollege aus Berlin, von from der School of Mines in Saxony," etc. Dr. Saugrain, another of his friends, both in Gallipolis and St. Louis, was a man of fine scholarship and science, and an original microscopist. Gen. William Clark was a man who had made great progress in the pursuit of Indian archæological subjects, as the unique museum gathered by him witnessed sufficiently well. What a pity and what a reflection it is upon the generation that succeeded these early settlers that that museum, which attracted the inquiries of both hemispheres, was not retained in St. Louis! Brackenridge has put on record the fact that Mr. Bates (Frederick, the secretary of the Territory) was a man who "had an extensive library, and whose mind was richly stored with literature." He speaks, too, of the elder Charles, the founder of the *Missouri Gazette*, as a man capable of appreciating and forwarding his literary pursuits.

Nor is this all. As he goes up the Missouri River, beyond the limits of civilization, we have glimpses of him and the trapper and hunter, Manuel Lisa,—the man of action *par excellence*,—reading "Don Quixote" together, with the yells of the wild Arrapahoes ringing in their ears. In Moses Austin's house at Mine à Breton he came across copies of Cuvier's "Theory of the Earth" and Sir Humphry Davy's "Agricultural Chemistry," books which presuppose both knowledge

and taste. In New Madrid he lodged at the house of Madame Peyroux, widow of a former commandant of the place, and here was also a fine library, Peyroux having been a man of literary standing. "Monsieur Peyroux was the author of several publications, chiefly geological, of considerable merit. In one of his essays he maintains the opinion, with much ingenuity, that the northern lakes formerly discharged themselves into the Mississippi, by the Illinois as well as by the St. Lawrence."

It was in St. Louis that Brackenridge met the botanists Bradbury and Thomas Nuttall. The latter, one of the most enthusiastic and distinguished men in his science, came to this country from Yorkshire, and made St. Louis his headquarters while examining and classifying the flora of the regions west of the Mississippi. His "Geological Sketch of the Mississippi Valley," and his "Travels in Arkansas," etc., are only two of the several works which he here found materials for writing. At Baton Rouge, again, our author came across "an enlightened Spaniard, Don Juan Lopez, an old bachelor, who resembled Don Quixote in person, and had the same passion for spending a considerable portion of his income in the purchase of books, not of knight-errantry, but embracing general literature in its various branches." Here he found the works of Feejoo, Mariana, Ercila, Cervantes, and all the Spanish and Latin writers on the civil law and the Spanish codes and institutes.

Other similar glimpses might be afforded of this high culture of the leisure classes in Upper Louisiana, but enough has been given to illustrate the proposition. The early French inhabitants of St. Louis and vicinity, in fact, maintained a close and constant intercourse with France, and French culture in its highest types was reflected in their thought and speech. They were contemporary with some of the most active and burning epochs of the French intellect, beginning with the scientific and politico-economical revolt of the encyclopædists, and ending with the literary rebellion of the romanticists under Hugo and Dumas, and it took active, fresh, inquiring minds like those of these quick Frenchmen—men like Lucas and Gratiot—to keep abreast of such a rushing tide. The early American inhabitants, on the other hand,—army officers, and college youths just endowed with their professions and with fortunes and reputations both to make,—were thoroughly imbued with the spirit of English literature before there was any American literature to speak of. Easton, Dr. Simpson, Col. Hammond, the Bateses, Bartons, Bentons, Riddicks, Hempsteads, Tuckers, Lanes, Charless, and the circle in which they moved, having classical tastes and a thorough acquaintance

with the English literature of Queen Anne and the Georges, were eager to welcome everything new which fell from the pen of Byron, Scott, Campbell, Edgeworth, Wordsworth, and their followers and satellites.

In addition to this, St. Louis was a focal point for distinguished European travelers, from Chateaubriand and Talleyrand to Lafayette and the Grand Duke of Weimar. These travelers, after traversing the East, came to St. Louis as to a place where they might refresh themselves once more with a not faint reflection of continental manners and culture, nor did they (if we may believe their own testimony) go away unrewarded. The mental activity of at least the early lawyers of St. Louis was prodigious. They were giants, earning large fees, taking a large and liberal interest in affairs, and studying hard in order to be able to cope with one another. We find Senator Benton taking French lessons from Herr Shewe, and giving more time to the midnight lamp than to the midnight caucus. Dr. Linn, his colleague in the Senate, a man of very broad and generous culture, pursued his profession as a science, and made curious studies into the natural phenomena of the strange region (New Madrid) in which was his home. The eccentric Judge N. Beverley Tucker, of St. Louis County Court, who had his office, his library, and his study in the stump of a hollow tree, did not waste the intervals of leisure which were spared him from the bench. It was in this stump that he wrote "George Balcombe," one of the best novels extant descriptive of Western border life,—"one of the most vigorous of American novels," says Gilmore Simms, "as a narrative of action and the delineation of mental power." Here, too, he wrote "The Partisan Leader," truly what may be styled "an epoch-making book," for, published in 1837, it yet anticipated and mapped out, so to speak, the entire programme of the secession of 1861 as clearly and accurately as if he had been in the confidence of the leaders who conducted affairs at Montgomery, Ala., in the winter of 1861. This book, always a favorite at the South and much read, did a great deal towards inclining, shaping, and moulding the Southern mind to secession, familiarizing two generations with the idea, the expediency, and the practicability of such a last political resort. It crystallized and gave a concrete form and body to the abstract speculations of John C. Calhoun, Robert Y. Hayne, and others of their opinions. Probably no single work of fiction, except "Uncle Tom's Cabin," ever accomplished so much in paving the way for revolution. Judge Tucker, who lived in Missouri from 1815 to 1830, always on his farm in Florissant, St. Louis Co., was a half-brother to John Randolph, eccentric as he, a

States' rights *doctrinaire*, but a man of remarkably clear, logical mind, and of singularly fine reasoning powers. "In his style," says Mr. Simms, "I regard him as one of the best prose writers in the United States, at once rich, flowing, and classical; ornate and copious, yet pure and classic; full of energy, yet full of grace; intense, yet stately; passionate, yet never with a forfeiture of dignity." After he returned to Virginia from St. Louis he became Professor of Jurisprudence in William and Mary College.

In a school where men like Judge Tucker, Rufus Easton, John Scott, Edward Hempstead, and Carr Lane were teachers, and where such talents and such rivalry existed as at the St. Louis bar, it was natural, nay more, it was imperative, that a strong tendency towards high and ornate culture should exist among the members. Other things being equal, the best-read and most polished orator bore off the palm. Accordingly we find what, for a new and wild Western community, must be regarded as a surprising amount of literature among the earlier and later members of the St. Louis bar, not only a superficial smattering for convenience of ready use, but deep draughts at the fountains undefiled of pure literature, and those special studies of particular authors and branches which ordinarily only exist in communities where there is a very advanced state of culture. Here and there would be a lawyer or a doctor who turned his special attention to Horace, or Homer, or Catullus, or the Greek tragedians or comic writers; here one who had read all the epigrammatists and satirists; another who was a specialist in the works of the Greek and Latin fathers; a third who had made a study of the whole Spanish comedy; a fourth with a critical knowledge of the Elizabethan and Jacobean drama; and a fifth with an exhaustive apprehension of the philosophy of Bacon and Locke and the whole sensationist school. One had a gift at quoting from the Latin poets in his addresses to court and jury, another had Sheridan, the Colmans, Cibber, Otway, and all the dramatists of Charles and Anne at his tongue's tip.

This sort of thing gave a zest to the oratory of the bar, and influenced it and the society collected about it very sensibly. No one can pick up Hon. Thomas Hart Benton's "Thirty Years' View" without detecting the fact that the author, without being a very exact or profound scholar himself, was one who looked upon the possession of scholarship as the greatest of treasures, and was willing to toil unceasingly and bestow immense pains to bring himself within the magic circle. His work is elaborated as carefully as William Wirt's (another self-educated man), who thought culture a gem more precious than diamonds. So Hon.

Henry S. Geyer, a lifelong lawyer, and scarcely aspiring to become anything else, used to polish all his speeches as if they were cameos. Mr. Geyer, by the way, was one of the earliest persons in St. Louis to publish a book, his compilation of the statutes of Missouri Territory having come out in 1817. We discover the same scholarly tendency and desire for classical decoration in the false and egotistical memoirs of Gen. James Wilkinson, and in the valuable Tennessee Reports of Return Jonathan Meigs, both of them men intimately identified with St. Louis, where both lived, and they are apparent also in Brackenridge's "Views of Louisiana" and Stoddard's "Sketches of Louisiana," as if they knew that the people of and for whom they wrote were at once scholarly, critical, and capable of criticising severely what was offensive to their good taste.

This period of fine culture among the leisure classes, in the literary history of St. Louis, under ordinary circumstances and in an average state of society, would have been succeeded by a period of literary production and creation. But neither the circumstances nor the state of society were ordinary.

The material and actual crowded in and pressed the intellectual and spiritual into the background; flood after flood, wave after wave of population and material progress swept over the germs of culture and smothered them out of sight under masses of the alluvion of wealth fructifying substance, and the plants did not seem to grow at all, for they were covered under faster than they could shoot up. It was a period of physical growth and of the coarse-fed toil which makes muscle swell and welter like the tight, constricted fold of the python, and this was swiftly succeeded by the volcanic period of intense political excitement, burgeoning forth into civil war and the thrilling strain of a four years' struggle for national existence. This whole period of forty years, therefore, from 1825 to 1865, was unfavorable for the efflorescent and fruit-yielding stage of literary development, which demands comparative restfulness, ease, and quiet. The plowman in the field does not carve and engrave his plow-handles, nor does the soldier in the battle-front or the bivouac engrave his sword-blade. It was time for felling the forest, for preparing the glebe; it was seed-time, but not yet harvest.

The first part of this epoch was the period of the great irruption of immigration, and of the intense and mighty toil necessary to clear the woods away and prepare homes for population in the wilderness. This immigration came from the South, from Kentucky, Tennessee, Virginia, and Maryland, from Indiana,

Illinois, Ohio, New England, Pennsylvania, and New York. There were plenty of educated people, younger sons of cultivated families, old merchants and planters who had failed in the East and who now essayed the virgin West, which offered them a fair chance to "pick flint and try it again;" but the backwoods people exceeded those of education and culture, and the backwoods manner, with axe and saw and plow and steamboat, overcrowded all culture and education, for it was what the times and the situation demanded. If a man could not put his education and culture in his pocket and go to work with his hands with all his might, he would expose himself to what was witnessed a thousand times in the flush days of the early gold excitement in California and Australia, where the "navigators" and convicts and mechanics got out the gold, and the scholars, divines, lawyers, doctors, and statesmen waited upon them and did menial service.

Necessarily and essentially it was a period of work, of physical toil, of the exhaustive labor of building an empire and digging out roads to connect it with the rest of the world. Yet this labor was sweetened and this time of toil prevented from degenerating into the mere animalism of the drudge and the beast of burden by the strong, steady influence of the educated, professional classes, so largely represented at all times in the history of St. Louis,—a body always influential, even by mere force and weight of numbers, but trebly so by force of strong, vigorous intellect and fresh, original characters.

After a generation had passed away, and the city began to be strong in numbers and solidly built, there was a sufficient accumulation of wealth in the hands of the commercial and professional classes to encourage the cultivation of leisure and the arts and amenities which wait upon it. The foundations began to be laid of American literary institutions, scholarship, and culture to supply the place of the last expiring embers of the old European culture of early St. Louis. Schools, colleges, libraries, historical societies, academies of science and galleries of art, the germs of all these were being planted in a purely American way. At this time, however (1848), the great German immigration to St. Louis began, in consequence of the general failure of the revolutionary upheaval in Europe. The first consequence of the introduction of this new element was disturbance, in consequence of a want of coalescence between the new and old factors in St. Louis society. The original St. Louis people were essentially and strongly conservative in politics, opinions, and morals. Pioneers in enterprise and industry and all material objects of human effort, they

were anything but pioneers in thought and speculation. They would not venture to lead here, and they would only consent to follow upon beaten and well-known tracks. The German refugees, on the other hand, were exacting and offensive in the temerity of their radicalism.

To make things worse and widen the gulf separating the two classes of the population, the anti-slavery agitation began to culminate soon after, the Germans all taking sides with the abolitionists, while three-fourths of the remaining inhabitants at first were pro-slavery, or at least opposed to the methods and the propaganda of abolitionism. As this agitation increased and intensified, there was a serious widening of the breach between the two classes of the community, and a coalition, political but not social, was formed between the Germans and what may be termed the New England element in St. Louis, consisting of either natives of the Eastern States or their descendants, immigrants into St. Louis from every part of the West north of the Ohio River. These, with some ideologues and fanatics among them, included many of the thriftiest, most enterprising, and most useful citizens of the place, the men who put up the work-shops and built the railroads, who fostered industry and developed trade in every direction,—men like Thomas Allen, for instance.

The breach widened, the bitter feelings deepened and intensified, and when at last the coalition secured control of the city government, there was almost practical non-intercourse between the two elements. Political violence culminated in physical violence and civil war, and during four bitter years there was almost an entire suspension of all intellectual action and growth, all energies concentrated upon doing and feeling, all brain and nerve-force directed to the one end of co-operation with muscular force.

But it was only a suspension, not a paralysis of intellectual power, and when the war ended and all the new and fully-developed energies of the community were turned back into the old normal and peaceful channels, a new epoch was found to be inaugurated,—that of the present,—one of the strongest elements of which was an energetic and virile mental vigor which demanded and even clamored for expression. It may not have cried always articulately at first, but there can be no mistake about its crying loudly. This epoch has been characterized by a vast and remarkable material and financial development in St. Louis, splendid rivalries, grand conquests over time and space, far-reaching connections, and ambitious international alliances. Intellectual growth and expansion have attempted to keep pace with this great material

growth and expansion, and thought, despising the old grooves and refusing to work in the used, familiar traces, has tried to shake itself free from tradition and leap at once upon the new plane of absolute originality. This we believe to be a fair presentation of what is sometimes called the "St. Louis movement," an attempt, naturally not always successful, to give the schools the go-by, and ally the thinking classes of St. Louis with the most radical opinion-founders of New England and Germany. The attempt is entirely sincere and earnest in its purposes and honestly original in its methods, and nothing but good can finally come out of it, though in its present stages it is hampered by crudities and too much absorbed in self-contemplation. But of this more presently.

We have preferred rapidly to sketch the outline of this literary progress of St. Louis before descending to the details. Let us now go back and glance at some of the writers whose names can be fairly mentioned in connection with the second period,—that of material growth and of the sweat and toil of building up the city. Neither the names nor the written works are very numerous,—people had no time to spare. Yet in this period the St. Louis University and the Washington University were founded, the Historical Society and the Mercantile Library and the Academy of Science. The public school system was wrought out upon a definite and comprehensive plan, and all the germs planted which are now beginning to show such an orderly and stately growth. Of authors proper, the name of Timothy Flint must always be associated with that early tide of immigration from the East, of which he was a pioneer and the earliest chronicler. Born and reared in Massachusetts, his Missouri residence was St. Charles, and yet all he wrote from the West was imbued with the true St. Louis local flavor. He and the Rev. Dr. J. M. Peck were St. Louisian authors by the law of natural selection, just as Drake and Hall were Cincinnatians. Hall lived at Shawncetown, and wrote most pleasantly of old and new Illinois, but Cincinnati was the hub of his thought, and so Timothy Flint's and John Mason Peck's cargoes of fact and fancy all broke bulk at St. Louis. Peck lived at Rock Spring, Ill., but St. Louis was his centre, and his best work was done for St. Louis journals.

The place was so active and energetic, so entirely honest and *naïve* in those early days, that it had a great attraction for fresh minds bent upon frank and free inquiry. All Illinois at that time was just "over the river," and Kaskaskia, Belleville, Edwardsville, Alton were tributary to St. Louis. Robert Owen used to come here to escape from the stagnant pessi-

mism of his impossible perfection at New Harmony, and here he and Madame D'Arusmont (Fanny Wright) used to lecture and have seances, at which the most advanced radicalism was disseminated without hurting any one or even disturbing the general good humor, any more than if rose-water had been sprayed abroad upon the tolerant air. Here, too, Governors Tom Ford and Tom Reynolds and Ninian Edwards used to come, in search of breezes that the flat prairie did not afford. St. Louis was vacation to them after Illinois. John James Audubon used to stroll in too, when he could escape from Louisville, or had time to come out of the woods long enough to gaze and see what civilization looked like. There was a magic charm about the town, and it has not even yet been civilized out of that charm. It abounded in original characters, such as the active mind delights to study. It was here that "Mark Twain" picked up his Col. Sellers, in "The Gilded Age," and gave immortality to John T. Raymond. Sellers was a steamboat captain, and "Twain" probably clerked for him. Mrs. Farnham here got the characters for her speaking portraits of emigrant life, and Mrs. C. M. Kirkland also picked up some of the *floriture* which she needed to embellish her comic pictures from the Michigan flats.

Frederic L. Billon has recorded the fact that he had no sooner arrived here in 1818, with his father, than he began to think of getting materials together for a portrait of the picturesque old town, and he has been employed upon that labor of love ever since, giving to it all the antiquarian's patient research, until he is almost as familiar with the ancient population as he was with his own contemporaries, and far more so than with the present generation. We look upon Mr. Billon's work as almost unique of its kind, and it is so positively un-American. Who else in all this land has done, or attempted to do, such work, except Peter Force, of Washington, D. C.? It must be in his blood,—the patient, careful devotion to minute, microscopic detail of the hereditary Swiss watch-maker,—for while Mr. Billon's mother was French, and a refugee from insurgent San Domingo, his father was Swiss, and a watch-maker, though born in Paris.

Mr. Billon was born in the city of Philadelphia, at the southeast corner of Third and Chestnut Streets, on Thursday, April 23, 1801. He lived in and about that locality, then the business centre of the city, for more than seventeen years. During his youth he went to school for some seven or eight years to Peter Widows, an Irish gentleman of thorough education, a Free Quaker, who taught his school in Church Alley, adjoining Christ Episcopal Church, and just opposite

to another school, under the charge of Capt. Talbot Hamilton, formerly of the British navy, who had served with Nelson in the Mediterranean. At that day there were but few schools in the large cities of the United States taught by Americans, the popular belief then prevalent among all classes being that thorough information could only be obtained from those of foreign birth.

When a school-boy he cared little for such sports as marbles, tops, kites, and balls, etc., but delighted in athletic recreations, such as running and jumping, swimming, skating, rowing, or any amusement that required activity of body or limbs, long walks, etc. During his boyhood, he was frequently indulged in holidays, and made many excursions into the country adjacent to the city in all directions, even to the adjoining counties, from which he became familiar with the surroundings of Philadelphia in almost every direction to the distance of some thirty or forty miles from the city.

During the progress of the war with England in 1812-15, he spent many evenings at home, reading to his father, an indifferent English scholar, from the papers of the passing occurrences of the day. When, in 1814, the British took Washington, and attempted the capture of Baltimore by their attacks on North Point and Fort McHenry, and ascended Chesapeake Bay to its head, although but a lad of fourteen years, he was one of those detailed by the authorities of Philadelphia to work on the fortifications erected southwest of the city, below Gray's Ferry, on the Baltimore turnpike-road, and was on several occasions a visitor at the encampments of volunteers at Kennett Square, Chester Co.; at Camp Dupont, on the Brandywine; and at Marcus Hook, Delaware Co., where some ten thousand men were concentrated.

Leaving school upon the conclusion of the war, in 1815, at the age of fourteen years, he assisted in his father's business, that of an importer of watches and clocks from his native country, Switzerland, and on the occasion of his father's last visit to his native place, in the summer of 1815, following the battle of Waterloo and the second abdication of the first Napoleon, he was left in sole charge of his father's business during his absence of some six or eight months in Europe, as also during his father's frequent business trips to New York, and south as far as Charleston, S. C.

In the summer of the year 1818, business being completely prostrated in all the principal cities at the East, and many turning their attention to the "Far West" beyond the Mississippi, his father, with nine children to set afloat in the world, falling in with the

popular sentiment of the day, concluded to abandon the city with which he had been identified for nearly a quarter of a century and seek a new home for his infant colony in the West beyond the "Father of Waters."

Accordingly, on the morning of Sunday, Aug. 30, 1818, accompanied by his oldest son, the subject of



FREDERIC L. BILLON.

this sketch, then a young man in his eighteenth year, they left Philadelphia in the mail-stage for Pittsburgh, three hundred miles, which place they reached on Friday, September 4th, in six days. From this point they descended the Ohio in a keel-boat, reaching Shawneetown, one thousand miles from Pittsburgh, about the middle of October. Thence they proceeded by land through Illinois to Kaskaskia, crossing the Mississippi to Ste. Genevieve in a canoe, and thence to St. Louis, which point they reached on Wednesday, October 28th, having consumed just sixty days on the route, about the usual time required for the trip at that day.

After spending the winter of 1818-19 in the place selected for their future domicile, and purchasing the old stone mansion of the Labadies, at the northeast corner of Main and Chestnut Streets, for the reception of his family when he should arrive with them in the ensuing fall, his father set out on his return to Philadelphia on horseback in April, 1819, leaving Frederic in charge of his business, and to attend to the alterations and improvements necessary to make his purchase habitable. He reached Philadelphia in

May, remained there a couple of months, and left with his family in July, arriving in St. Louis in September. The family were domiciled in their new home at the close of the month.

The summer of 1819 was a noted one in the annals of St. Louis, for, notwithstanding the great sickness and mortality of that particular year, in the shape of bilious and intermittent fevers, which prevailed to a great extent throughout the settlements on the Western waters, it was the year of extensive military operations on the part of the United States in extending their outposts far beyond their former limits, the old frontier post at Bellefontaine, on the Missouri. Maj. Stephen H. Loug's scientific expedition to the Yellowstone in the "Western Engineer;" Col. Henry Atkinson's ascent of the Missouri with the Sixth Regiment United States Infantry, to establish Fort Atkinson, Council Bluffs; Col. Josiah Snelling's expedition with the Fifth Regiment to establish Fort Snelling at St. Peter's, and other movements of minor importance, requiring the use of numerous steamboats and paddle-wheel barges, of which a number were lost in the Missouri, are vividly impressed upon the memory of Mr. Billon, that being his first summer in the then remote West.

Late in the year 1819 the first "uniformed" company of volunteer infantry west of the Mississippi, styled the "St. Louis Guards," was raised in St. Louis, of which Mr. Billon became a member in the following year, and in 1824 received his commission as ensign of the same from Gen. William H. Ashley, Lieutenant-Governor.

In 1820 he witnessed the excitements attending the adoption of the State Constitution and the establishment of the State government. In September, 1822, his father, Charles F. Billon, Sr., died, leaving the charge of his widow and children to his oldest son, F. L. Billon, who had just attained his majority.

His first vote was cast for the acceptance of the city charter in February, 1822, from which date he has been a voter at every city and State election down to the present day, as also at every Presidential election in the State from the first in 1824, and was an eye-witness and participant in many interesting events and occurrences connected with the town, city, and State governments in that early period of St. Louis' history.

In the year 1827, while absent on business in Philadelphia, he was elected an alderman from the central ward of the three into which the city was then divided, and in 1828 was re-elected to the same position.

On May 20, 1829, his brothers and sisters being

mostly grown to maturity and disposed of, he himself entered the married state with Miss E. L. Genereley, like himself a native of Philadelphia of French parentage. With this lady he passed thirty-six years of wedded life until her death, Feb. 4, 1865. He was the father of twelve children, but three of whom survive.

In the year 1834, his health being materially impaired by his constant devotion to business, he, by the advice of his physician, the late Dr. William Carr Lane, made a trip to Santa Fé and the Rocky Mountains, then not a trifling undertaking, requiring some ninety to one hundred days in crossing the plains with wagons and ox-teams, and returned in the fall much improved in health.

In 1851-52 he was twice nominated by Mayor Luther M. Kennett to the position of city comptroller, and on each occasion unanimously confirmed by the board.

In 1853 he was appointed the first auditor and general book-keeper of the Missouri Pacific Railroad, filling the position for five years, and then succeeded, in 1858, to that of secretary and treasurer of the same company, resigning the office at the close of the year 1863, after some eleven years in the service of the company. Since that period he has devoted much time to literary matters, more particularly to the task of gathering up the data and materials for an early history of the country bordering the Mississippi in its entire course, in the pursuit of which he is still occupied at the age of eighty-two years.

Lewis C. Beck came to St. Louis in 1820 from Albany, N. Y., looked around him and took notes, and then returning, published in 1823 the first gazetteer of the State, and the pioneer of many other publications of this hard-working compiler. Senator Benton, besides his self-drill in his library and that of Congress, had a practical training as editor before he began to write that "Thirty Years' View," that ponderous royal octavo, of the first volume of which sixty-five thousand copies were sold almost on the day of publication. He used to write the notices of his own speeches, but besides that he was an editor in his own person.

Sergeant Hall, lawyer, came from Cincinnati early in 1817, and assumed charge of the paper gotten up two years previously in opposition to Charles' *Missouri Gazette*, the first number of which had been issued by Joshua Norvell, from Nashville, Tenn., in May, 1815, under the title of the *Western Journal*. Hall issued his first number on May 17, 1817, under the title of the *Western Emigrant*, and two years later still, in the summer of 1819, it was again changed to the *St. Louis*

Inquirer, under the management of Col. Thomas H. Benton. After the charge of the paper passed from Mr. Hall he returned to Cincinnati.

Edmund Flagg, born in Wicasset, Me., can show one of the most industrious and reputable literary careers in the country. Graduating at Bowdoin College in 1835, he removed to St. Louis and established a school, but subsequently studied law in the office of Hon. Harrison Gamble, and in 1837 was admitted to the bar. Throughout this period he wrote for the *Republican*, and at the request of A. B. Chambers made a stenographic report of the speech of Daniel Webster, delivered at a barbecue in Lucas Grove in 1837. He also wrote an ode which was sung at the Fourth of July celebration of that year. The "New Year's Address" of the *Republican* carriers for 1838 was written by Mr. Flagg, and in the same year a series of articles on Western life and scenery, which he had contributed to the *Republican*, were compiled and published by the Harpers, of New York, in two volumes, under the title of "The Far West, or a Tour Beyond the Mountains."

During 1838, Mr. Flagg became associated with Col. S. B. Churchill in the editorial management of the *St. Louis Bulletin*. Subsequently he edited the *News-Letter*, published by George D. Prentice, at the office of the *Louisville Journal*, in 1840; the *Whig*, published at Vicksburg, where he was severely wounded in a duel with Dr. James Hagan, editor of the *Sentinel*, the *Gazette* at Marietta, Ohio, and the *Evening Gazette* at St. Louis. While at Marietta, in addition to the discharge of his editorial duties, he wrote a series of "Tales" and political papers for the *New York New World*, published by Park Benjamin, in 1842 and 1843. After his removal to St. Louis he became agent of the Home Mutual Insurance Company, and in 1845 was appointed reporter for the State Constitutional Convention of Missouri. During all this time (subsequent to the termination of his connection with the *Evening Gazette*) he continued to contribute articles to the *Republican*. In 1847 he was appointed official reporter of the courts of St. Louis, and afterwards wrote several plays, one of which, "Mary Tudor," was adapted to the stage for Mrs. Farren, and was produced by Sol Smith at New Orleans and elsewhere with marked success.

In the spring of 1848, in conjunction with Pierre C. Grace, he wrote the address for a mass-meeting of the citizens of St. Louis to the revolutionists of Europe, and about the same time produced the "Howard Queen," a prize tale for the *St. Louis Union*. Soon after this he went abroad as secretary to Hon. Edward A. Hannegan, minister to Berlin.

During his stay at Berlin he corresponded for New York papers, and wrote a sequel, entitled "Edmond Dantes," to Dumas' novel "Monte Christo." In 1850 he wrote a prize tale for the *Louisville Courier*. For this and an address for the opening of Bates' new theatre and the amphitheatre he received three prizes in one month, aggregating three hundred dollars. In 1851 he was appointed consul to Venice, and on his return became the editor of the *St. Louis Times*. During this year (1853) he wrote "Venice, the City of the Sea," which was published by Scribner, of New York, in two finely illustrated volumes, and in the following year furnished a series of articles for Myers' "United States Illustrated." About this time he was appointed superintendent of statistics in the State Department by Secretary Marcy, and while occupying that position prepared four quarto volumes on the commercial relations of the United States. In 1860 he resigned his position, and became the Washington correspondent of the *New York Tribune*, *Louisville Journal*, and *St. Louis Democrat*. He was afterwards appointed librarian of copyrights in the Interior Department, and on the transfer of the collection to the Congressional Library retired to private life. Mr. Flagg wrote the novels "Carraro, the Prime Minister," "Francis of Valois," "The Howard Queen," "Blanche of Artois," and several other romances and plays, all in print.

James D. Nourse, who, while editor of the *St. Louis Intelligencer*, died of cholera, in 1854, was an author of prominence and a contributor to many periodicals. He was born in Bardstown, Ky., in 1816, studied both law and medicine, and had a wide and varied editorial experience. His two novels, "The Forest Knight" and "Leavenworth," have both been praised by Dr. R. W. Griswold for their accuracy and spirit in the delineation of Western life; his "Philosophy of History" won the commendation of so fastidious a critic as H. T. Tuckerman, and Horace Binney Wallace found weighty and original thinking in his last work, "Remarks on the Past, and its Relations to American Society, or God in History."

Another of the newspaper *literati* of St. Louis was John S. Robb (the "Solitaire" of the *St. Louis Reveille* and of the *New Orleans Picayune*), the humorist, who, in conjunction with Madison Tensas, wrote "The Swamp Doctor," a book famous in its day, and which still holds its own with Drake's "Mike Fink," Thorpe's "Tom Owen, the Bee-Hunter," and Hooper's "Simon Suggs." Charles D. Drake, by the way, was a St. Louis editor himself, besides being one of the original founders of the St. Louis Law Library. The brothers, Joseph M. and M. C. Field, were prominent

writers for the brilliant *Reveille*, of which Joseph was one of the editors. Both were poets of no common order, and their verses had a very wide circulation. There was a certain mingled grace and fire in their *timbre* which was exceedingly attractive. Joseph Field was one of the favorite writers of the *New Orleans Picayune*, in which his well-known *nom de plume* was "Straws." He was a dramatic writer of skill, and many of his plays were successful upon the boards. He was very fond of the theatre, and was, indeed, the first manager of the old "Varieties." It was through him that Solomon Franklin ("Sol") Smith first came to write for the press and became a regular contributor to the *Reveille*.

John Hogan (Rev.) used to be one of the best-known and most useful writers for the press in St. Louis. He was a native of Ireland, born in 1805, and came to this country in 1817, making his first home in Baltimore, where he was apprenticed to a shoemaker. He taught himself to read by spelling over the columns of the old *Federal Gazette*, and so may be said to have taken naturally to newspapers. When he grew up he became an itinerant Methodist preacher, and drifted westward to the Illinois Conference. After engaging in business in Edwardsville and Alton, he removed to St. Louis in 1845, clerked, was in the grocery business, and then insurance agent. He began at this time to write those studied and thoughtful papers on the resources of St. Louis which attracted such attention and did the business interests of the town so much good. The merchants presented him with a testimonial service of silver, and his political friends secured for him from Mr. Buchanan the appointment of postmaster. Mr. Hogan's "History of Methodism in the West" is a careful and useful compilation, prepared in his customary painstaking way.

The history of the press of St. Louis is given so fully and completely in another place that, to avoid repetition here; we are able to say but little concerning the writers who have contributed to its resources. Joseph Charless, the founder of the *Gazette*, not content with being a simple editor, with patient toil and study, sought to grasp at his ideal of literary excellence in scholarship and style. His successor, Nathaniel Paschall, had the same thirst for letters, and studied as patiently to excel. No editor ever wielded the leading writer's pen for a longer time or to a better purpose than Mr. Paschall. He was a recognized force, an embodied influence in the community, and always for the community's advantage and betterment, writing solid argument on the truth's side, for the truth's sake, and without abuse or per-

sonality. In this good work George Knapp has always been by his side,—a man, self-made, who deserved all his successes and prosperity.

Charles Keemle, born in Philadelphia in 1800, was as early as 1817 in charge of the *St. Louis Emigrant*, the second journal west of the Mississippi, afterwards merged in the *Inquirer*. Keemle's life bristled with adventure. He went to the Rocky Mountains as clerk to the American Fur Company before he had attained his majority, and fought a desperate battle on the Yellowstone fifteen years before Custer was born. He had half a dozen newspapers in St. Louis at different times, and filled many public offices. He, with J. M. Field and his brother, founded the *Reveille* in 1845, and during the five years of its existence it was undoubtedly the best literary paper in the West.

The late Thomas Allen was what might be called a born newspaper man, and if his fortunes had required it he could readily have made his living as editor, leader-writer, correspondent, or literary contributor. He had the talent, the aptitude, the training, and the taste which go to make the first-class utility man for the press. Part of one of his letters to Andrew Jackson Downing, of the *Horticulturist*, quoted in another part of this work, reveals what must be considered as a rare faculty for the delicate and difficult parts of authorship. He was in boyhood a pupil of Mark Hopkins, and that great teacher never had better material put under his hands to shape. Allen began to write from the jump, and edited a juvenile *Miscellany* before he was sixteen. While studying law his pen earned his support, and he edited a family magazine so well that he ran it up to twenty thousand subscribers. In 1837 he started a newspaper in Washington City, and got the public printing, in spite of Blair & Rives and Gales & Seaton. In 1842 he came to St. Louis. Here, without identifying himself with the press, he wrote much, and his pamphlets are notable for the apposite manner and force with which the marrow of a subject is probed. None ever knew better than Mr. Allen how to say the right thing in the right place, and to say it forcibly without offense, and genially without dulling the edge of the argument.

Hon. John Fletcher Darby rounded up the leisure and slipped ease of a long and useful life in St. Louis by contributing his "Personal Recollections" to the press. These were collected into a neat and comely volume before he died, and this kindly and single-hearted old gentleman could not have a more appropriate or better monument. The book is as unpretentious as it is valuable, such a fund of rem-

iniscence as each succeeding age will treasure the more dearly as it recedes from the present.

Dr. M. L. Linton, a professor in the St. Louis University, medical department, and a leading physician, established the *St. Louis Medical Journal* in 1843, and has written professional works which bear the stamp of great ability. Of such is his "Outlines of Pathology," a text-book in several colleges, and consulted both East and West. Dr. Charles A. Pope, Linton's colleague, classmate, and contemporary, is at least his equal in literary ability, and his superior in wide-spread surgical renown. As the eighth president of the American Medical Association, he took a position which was national in its prominence.

It was in the school of Benton, Geyer, Easton, and the other brilliant luminaries of the St. Louis bar that Judge Wilson Primm learned to embellish his legal attainments with the decorative apparatus of literature. Well did he weave the ornamental and the useful together, so that one could scarce distinguish the essential from the non-essential in his speeches and addresses, full of fire and flow, full of scholarship, and full, also, of quaint antiquarian lore, such as only the enthusiast would think of gathering together from the disjointed memories and babbling lips of granddames and nurses. Out of these, however, Primm was skillful to frame a connected and coherent narrative, and capable to launch it with sensational effect upon his roused and excited audiences. Probably nothing ever did so much towards rousing a genuine inquiry and a sympathetic interest in the eradle period of St. Louis as the several commemorative addresses of Wilson Primm, which, in addition to their sincerity and fire, are literary productions of merit and value, embellished with neat classical touches, and not too florid in style for the theme and the occasion. It was upon one of these very occasions, by the way, if we mistake not, or a nearly similar one, that the Abbé Adrian Rouquette, of Louisiana, seminarian of New Orleans, and recluse of Mandeville, St. Tammany, delivered his animated and eloquent French discourse at the St. Louis Cathedral, keeping up and renewing, with singular appropriateness and excellent effect, the old connection and kinship between Upper and Lower Louisiana. Judge John Marshall Krum, one of Primm's associates and contemporaries, was the author of a most laborious work, "Missouri Justice." Mann Butler, the original and vigorous historian of Kentucky, was practicing law in St. Louis at the time he began the preparation of his work, to complete which he had to remove to Louisville, in order to consult the State's records.

Right Rev. Cicero Stephens Hawks, D.D., Bishop of Missouri of the Protestant Episcopal Church, was another scholar of comprehensive and signal ability, worthy representative of a family eminent in literature and the church. He was consecrated Bishop of Missouri at the early age of thirty-two years, and he wrote some things which make us regret that the church had superior claims upon him to literature. Two of the brightest of our early juvenile series, quite the pioneers in that difficult but most fascinating walk of letters, were edited by him,—Harpers' "Boys' and Girls' Library" and Appleton's "Library for my Young Countrymen," the latter one of the best of the kind ever published anywhere. Dr. Hawks also wrote several of the volumes of "Uncle Philip's Conversations," and was the author of "Friday Christian, the First-Born of Pitcairn's Island." Old boys of fifty will remember these books with the kindest and most friendly interest, as the friends whom they took to bed with them that they might hold converse together by surreptitious candle-light.

Rev. N. L. Rice, D.D., was pastor of the Second Presbyterian Church of St. Louis. Dr. Rice wrote many tracts and pamphlets, revealing profound acquaintance with theology, skill in dialectic fence, and that *gaudia certaminis* which drives so many of his brethren to plunge to the neck in the hot waters of polemical controversy. His "Debates on Baptism," his "Debates on Slavery and Universal Salvation," and his tract against "Romanism" are still remembered by persons of his way of thinking. Rev. William Stephen Potts, pastor of the First Presbyterian Church, president of Marion College, etc., whose connection with St. Louis began in 1828, published many sermons and addresses, and he is ranked very high among divines of literary ability by Dr. Sprague in his "Annals of the Pulpit."

In 1867 died Edward William Johnston, a *litterateur* and newspaper writer of very rare and unusual talent and experience. He was sixty-eight years old, native of Virginia, brother of Gen. Joseph E. Johnston, and a man of very high culture and delicate literary perceptions. In early youth he was Professor of History and Belles-Lettres in the University of South Carolina, but abandoned the professor's chair for journalism. He was first associated with John Hampden Pleasants in the editorial management of the *Richmond Whig*. Afterwards, for ten years, he was associated with the *National Intelligencer* as literary editor of that journal. He was subsequently connected with the editorial staff of the *New York Times*, and is remembered for his brilliant correspondence with the *Philadelphia North American* and the

Louisville Journal. In 1855 he came to St. Louis, and was associated with Mr. Mitchell in the editorial direction of the *Intelligencer*. When the *Leader* was established, Mr. Johnston was invited to take the place of associate editor of that journal. He continued in that relation till the paper closed its career, when he was elected librarian of the Mercantile Library in 1858, occupying that post for three years. In that capacity his rare knowledge of books and his familiarity with the whole range of literature, his judgment and taste made him a most valuable auxiliary in building up that magnificent library, and establishing its character as one of solid and substantial value in the various departments of science, philosophy, history, and general literature. A catalogue of the library was compiled by him, the principle of its arrangement and classification being his own.

Mr. Johnston was conspicuous for the versatility and range of his knowledge, for his refined, discerning taste, and his ripe, masculine judgment. He thought robustly, had the courage of his opinions, and could state them with suave courtesy in a style as correct and graceful as it was brilliant and vigorous.

The history of St. Louis University is elsewhere written, but it deserves mention here in connection with the development and promotion of literature and culture in the city. The people who founded this university were highly educated, and as capable of appreciating the value of education as any religious denomination in the world. The Jesuit, indeed, counts upon ruling the world as much by force of superior knowledge and wisdom as by the superior quality of his faith. St. Louis was the Western outpost of civilization, and the church and it should be strongly guarded. Bishop Dubourg, Bishop Rosatti, the neighboring bishops, Flaget, of Bardstown, and Bruté, of Vincennes, and Fathers Van Quickenbourne, Verhaegen, Vandervelde, Ellet, Carroll, Van Assche, and De Smet, who were all associated with the foundation of the university, were men of exceptional learning and culture, well bred, highly educated, and many of them born to affluence and rank. Who does not know the history, the labor, the toils and triumphs of De Smet, a Jesuit worthy to be the successor of Brébauf and L'Allemand, of Jogues and Marquette? His simple and *naïve* account of his mission work has all the attractiveness of a romance. Is it not a romance,—the romance of religious devotion? De Smet sleeps and is at rest in beautiful Florissant, but his work goes nobly on. We will not pretend to enumerate the literary achievements of the professors and graduates of St. Louis University.

Does Oscar W. Collet, now the genial secretary of the Missouri Historical Society, recollect the speech which, in 1837, while he was still a student, he fired off at Daniel Webster when that statesman visited the University? It was young then, like Mr. Collet. It has reached a grown age now, like Mr. Collet, and doubtless can look back upon its past career with a satisfactory amount of complacency. To-day the institution is doing very good work, never better, and it deserves the esteem in which it is held.

Among the fine scholars who have taught in this university we may name Professor Rudolph Leonard Tafel, Ph.D., who emigrated to the United States in 1847, and became Professor of Modern Languages and Comparative Philology in the university. He has written an "English Pronunciation and Orthography," translated Le Bois de Guays' "Letters" into German, and written a volume on Emanuel Swedenborg. In conjunction with his father, he published in 1860 a work on "Latin Pronunciation and the Latin Alphabet," and he has written several articles for the "Bibliotheca Sacra." John Frederick Leonard Tafel, his father, has a still more considerable record. He too lived in St. Louis, after having been Professor of Languages at Urbana (Ohio) University. Before emigrating to the United States he taught in the Gymnasiums of Ulm and Stuttgart and the Academy of Schorndorf, being an alumnus of Tübingen. In 1836 he wrote a book in defense of the Hamiltonian system of teaching, and he published many text-books on the modern languages in accordance with this system. The subject of school reform and radical changes in all the principles and practices of pedagogy engaged his earnest attention. He edited and published a complete edition of Livy, and made German translations of Xenophon's *Anabasis*, Dio Cassius, the greater part of Scott's novels, with one each of Cooper's, Dickens', and Thackeray's. He also wrote two theological works, "Staat und Christenthum" and "Der Christ und der Atheist," and at different times was editor of the *Ausland* (published by Cotta), the *Reichstag Zeitung*, and the *Beobachter*. To crown all, he published a "New and Complete English-German and German-English Pocket Dictionary."

We have already alluded indirectly to some of the work of Professor Walter H. Hill, S.J., who fills the chair of moral philosophy in the St. Louis University. He has written a treatise on "General Metaphysics, or Logic and Ontology," in addition to his "Moral Philosophy," and is, moreover, the historiographer of the institution,—a man profoundly read in the works upon the scholastic philosophy, and

with quite a faculty for direct logical statement. Indeed, it would be impossible for any one to reason more close to the line. He follows the syllogism as closely as the plowman follows the plow in the newly-opened furrow. It is seldom that we come across text-books so learned as those two tractates of Professor Hill. They are founded upon Aristotle, to the Latin versions of whom there are continual marginal references; but the references do not stop here. They show an acquaintance with all the commentators and with all the shining lights of the scholastic philosophy. Irenæus, Billuart, Suarez, Lessius, Mill, Blackstone, St. Augustine, Becanus, Gonat, Des Charmes, Gotti, St. Thomas Aquinas, Gregory Niensis, Jeremy Bentham, Brande, Aulus Gellius, Sir John Fortescue, Kent, Sir Francis Palgrave, Justinian, Tacitus, Plato, Seneca, Isidore, Paley, Bartolus, Cajalan, Cardinalis, Toleti, Wheaton, Vattel, Judge Dillon, Timothy Walker, De Maistre, Hobbes, Rousseau, Monbodo, Cornelius à Lapide, Bellarmine, Bishop Ullathorne, Orestes A. Brownson, Publius Syrus, Cardinal Manning, each in his turn, ancient or modern, renowned or obscure, is made to contribute something to strengthen the learned author's argument or illustrate his position.

It must be confessed that the above is a rather meagre record to cover the literary performances of nearly forty years. But it was, as we have said before, the period of action and muscular growth, and not the period of brain-work, and especially the reflective work of the brain. As the eloquent William Henry Milburn, the blind preacher, said in one of his lectures; "The demands upon American mind have been of too pressing and urgent a character to allow it to devote much time or attention to the specific pursuit of letters. Here was a continent to subdue; a wilderness to be reclaimed; mountains to be scaled; lakes, oceans, and gulfs to be joined together; and meantime the supplies for daily necessity and daily consumption to be raised and conveyed to market. Men must have bread before books. Men must build barns before they establish colleges. Men must learn the language of the rifle, the axe, and the plow before they learn the lessons of Grecian and Roman philosophy and history; and to these pursuits was the early American intellect obliged to devote itself by a sort of simple and hearty and constant consecration. There was no possibility of escape, no freedom or exemption from this obligation."

This exactly fits the case of the transition period we have been describing in the history of the literature of St. Louis. For the period which succeeded it, the modern and contemporary period, we present

the following record, prepared for the present work by Professor H. H. Morgan, of St. Louis. We must say that in many instances we do not accept Mr. Morgan's conclusions, and are far from approving his judgments, though we do not for a moment question his sincerity. But his facts have been carefully gathered, and are laboriously put together and skillfully grouped, and with these facts before him (the essential matter, after all) the reader will easily be able to form his own conclusions.

Mr. Morgan thinks and contends that "the literary interests of St. Louis are recent. For a long period politics, the press, and occasions of ceremony absorbed all the energies of our writers. To be sure, there have always been individual citizens who, like Dr. Eliot, have kept alive their enthusiasm for literature and the other fine arts; but the influence of these individuals, while uniformly great, could not make short the period which elapsed before the results of their labors should become manifest. Continuous progress began about 1857, when Dr. W. T. Harris removed to St. Louis and formed the acquaintance of Governor Brockmeyer, whose stimulating influence has counted for so much in our city, while at the same time his written work has been anything but voluminous. This acquaintance led to an active interest in metaphysics, and was directly productive of the Philosophical Society. The original membership of this body embraced Governor Brockmeyer, Dr. Harris, D. J. Snider, Judge Jones, Dr. Hall, Dr. Walters, C. F. Childs, Professor Howison, Dr. Hammer, and B. A. Hill, and their efforts had sufficient validity to justify visits from Ralph Waldo Emerson, A. Bronson Alcott, Mrs. Julia Ward Howe, and others of the speculative *illuminati* of the East. Out of this society there naturally grew the publication of *The Journal of Speculative Philosophy*, the earliest Western periodical of more than local reputation and influence. Through his work upon the *Journal*, and his addresses and reports while acting as superintendent of our public schools, Dr. Harris gave to much of the literary effort of St. Louis a distinctive character, and drew around him, either for co-operation or opposition, almost all who were interested in intellectual activity. The third step was the publication of *The Western*, in 1875, a miscellaneous magazine, begun by those who recognized Dr. Harris as the most eminent figure in our local life. The welcome given both by the *Journal* and by the *Western* to sterling contributions, irrespective of the section from which they proceeded, soon made St. Louis known to students throughout the country.

"The fourth step in this movement was the establishment of clubs, which drew together men like Governor Brockmeyer, W. T. Harris, F. L. Soldan, Professor Howison, D. J. Snider, A. E. Kroeger, Thomas Davidson, B. V. B. Dixon, F. E. Cook, H. H. Morgan, William M. Bryant; and from among the ladies of the city, Miss Mary E. Beedy, Miss A. C. Brackett, Miss Grace C. Bibb, Miss Fannie M. Bacou, Miss Sue V. Beeson, Miss Julia A. Dutro, Mrs. E. S. Morgan, Miss Gertrude Garrigues, and Miss Hope Goodson. The fifth stage was the formation of classes of ladies by Dr. Harris, D. J. Snider, F. L. Soldan, W. M. Bryant, B. V. B. Dixon, Professor J. K. Hosmer, and Rev. J. C. Learned. These classes, having chosen one of these gentlemen as director, studied the philosophy of history, the philosophy of art, Shakespeare, Greek poetry, or German, French, and Italian literature. Simultaneous with this period was the beginning of clubs which do or do not represent the direct influence of Dr. Harris and his co-laborers. The Novel Club flourished for several years, and, under the leadership of Rev. John Snyder, Professor J. K. Hosmer, Professor M. S. Snow, Judge Thayer, and Mrs. Hope Goodson Reed, accomplished much of value. Subsequently, but sufficiently near in time to find this a proper place for mention, there were formed numerous clubs of ladies, who met to pursue some study. A club met at the house of Mrs. Charles Nagel and pursued the study of Greek history, specially Greek literary history. Another group of ladies gathered around Mrs. Dr. W. E. Fischel and took up the mediæval history. Other associations of similar character were carried on at the homes of Mrs. Nathan Stevens, Mrs. Dr. Briggs, and Mrs. William Ware.

"The sixth stage introduced classes which met under the special conduct of gentlemen such as Dr. Harris, D. J. Snider, William M. Bryant, Professor J. K. Hosmer, F. L. Soldan, and B. V. B. Dixon. Miss Susie Blow, Mrs. J. W. Noble, and Mrs. R. J. Lackland were the most earnest movers for this special activity. The seventh and present stage has introduced the formation of similar classes upon the part of gentlemen, and these classes include many of our most capable students as well as large numbers of our most promising young men.

"These stages represent what has sometimes been called the 'St. Louis movement.' To Governor Brockmeyer is due the honor of its inauguration and the responsibility for its special characteristics; to Dr. Harris is due the credit of working out in concrete form and upon a large scale an influence which in its inception was wholly individual. The 'St. Louis movement' may be sufficiently characterized as

an attempt to find the idea which inspires and controls all rhetorical and literary forms which are not empty, and this characteristic will be traceable in the writings of all the co-laborers, no matter how diverse the nature of their specialties.

"The educational efforts to which also St. Louis owes much of its literary activity began earlier than the period which we are considering, but owe much of their value to Dr. Harris and the others whom we have had occasion to mention.

"The earliest name of note in our educational history is doubtless that of the Rev. W. G. Eliot, whose direct efforts began during his connection with the Board of Public Schools, and have since been continued through his services in connection with the university of which he is the chancellor. While this is not the proper place for the full discussion of our educational history, yet as to an unusually large extent the laborers in the fields of literature and art have been found among our professors and teachers, the most eminent must receive mention. Beginning with teachers such as Dr. Eliot, J. H. Tice, Ira Divoll, W. T. Harris, Miss Mary E. Beedy, Miss Sue V. Beeson, W. M. Bryant, T. R. Vickroy, Miss A. C. Brackett, Miss Grace C. Bibb, Miss Kate Wilson, Miss Hope Goodson, Miss Fannie M. Bacon, Miss Julia A. Dutro, F. L. Soldan, Thomas Davidson, B. V. B. Dixon, E. H. Long, D. J. Snider, George B. McClellan, W. H. Rosenstengel, William Deutsch, Chancellor Hoyt, Chancellor Chauvenet, Professor Waterhouse, and Professor Howison, the incitements to intellectual efforts were communicated first to those who were affected by these teachers, and later to those outside of their direct influence.

"More recently, as the Washington University has matured, it has contributed much through the efforts of Professors Hosmer, Snow, Woodward, Ives, Nipher, Engler, and Curtis. Popular lectures have been inaugurated by the university, and for three years our Public Library has maintained a free lyceum.

"The activity represented by Dr. Harris and those who have gathered around him has been literary, philosophical, and æsthetic, dominated, as has been said, by one leading idea. It is probably no overstatement to say that by this activity St. Louis is known away from home. The services rendered by Professor Hosmer, Professor Woodward, and others are, like those of Judge Holmes, special, and can be most fitly discussed each by itself.

"To this there must be made the exception of Dr. Eliot and of Professor Waterhouse, for in time they antedate Dr. Harris, and share with him the credit of exciting all the activity which has taken place since they

began their labors. Dr. W. G. Eliot has, during his long residence in our city, unremittingly sought to build up all interests, moral and intellectual. To him directly is due the residence of many of our brain-workers and their constant incitement to labor.

"Professor Waterhouse has not only felt an absorbing interest in political economy, or social science, but through a long period of years he has, by his profound comprehension of his subjects and his clear presentment of his views, been an influence as strong as he has been individual.

"To conclude this general survey, it may be said that the past twenty-five years have, in spite of the interruptions caused in our city by the civil war, comprised an intellectual history of which any city might be proud; and the future can but add to the influences which must make St. Louis well known in circles other than those of commerce.

"Separate mention is due to such of the gentlemen and ladies who most specifically represent the activity whose history has been recited. For this purpose it will be convenient to arrange the names in the order of the several movements.

"Dr. W. G. Eliot's activity has been so incessant and so varied that his ready sympathy with the claims of higher culture has been but a phase of his life. His own literary efforts have mostly taken the form of sermons and addresses, although he has drawn upon his scanty leisure to prepare for publication several miscellaneous works. Through his care as chancellor of the university he has gathered around him a number of earnest, capable, and indefatigable workers, who have in various ways contributed to the intellectual development of our city.

"Since his residence in St. Louis, Dr. Eliot has been prominently identified with movements looking toward the betterment of the community to which he belonged. It was in connection with him that Mr. Wayman Crow and his associates sought to realize in the Washington University facilities for an education for our boys and girls higher than could be afforded by the public schools. As Dr. Eliot's name must occur in various parts of the history, it is unnecessary to repeat his personal biography, and we may more profitably characterize his services in the direction of literary effort. His peculiar contribution has been the exciting and directing of intellectual activity and an unusual perception of the fitness of instrumentalities. Notwithstanding the fact that he has contributed several works to our literature, yet his sermons and addresses have absorbed more of his energy, while he has found his most constant field of effort in inaugurating beneficent enterprises and in stimulating

specialists to devote their energies to the maintenance of institutions thus begun.

"Professor Sylvester Waterhouse is confessedly one of our most arduous and successful brain-workers, and the services rendered by him to the city of his adoption are inadequately represented by a recital of his writings or an enumeration of the positions of honor and trust which he has been invited to fill. It may in all sincerity be said that his many acquaintances consider him equal to any responsibilities which he might choose to assume, and know by experience that when he has felt at liberty to serve in various commissions that he has brought to his task rare qualifications. Apart from an unusually clear and analytical mind and a command of diction which enables him to express concisely and lucidly any conclusions at which he may have arrived, Professor Waterhouse has an unusual share of that intellectual integrity which constitutes the chief grace of exceptional men. From 1857 to 1883, Professor Waterhouse has labored persistently, not even stopping to lay claim to projects originated by himself and accredited to others. While many a man possessing his opportunities would have confined his labors to departments which were directly remunerative, or would at least have used his legitimate opportunities to extend his personal reputation, Professor Waterhouse has been too much possessed by the spirit of the investigator to delay for any personal considerations.

"Born in Barrington, N. H., in 1830, he was the victim of an accident, and when but ten years of age lost his right leg. The effect of this upon the life of a man of active temperament can easily be imagined, but there was too much sturdy manhood in the sufferer to admit of his being discouraged, even though the conditions for fair competition had become so burdensome. Persisting, in spite of the adversity of fortune, in his determination to acquire an education, he graduated with high honors from Phillips' Exeter Academy in 1850, and matriculating at Dartmouth College, soon changed to Harvard, from which institution he graduated in 1853. His collegiate course, as well as his academic, was marked by proficiency in scholarship. The ensuing two years were occupied in completing the course in the Harvard Law School.

"In 1856 he was appointed Professor of Latin Language and Literature in Antioch College, whence in 1857 he removed to St. Louis to begin his long career of educational usefulness as Professor of Greek in the Washington University. He is now the senior professor in actual service, though not in appointment, although younger in years than others of the faculty. Very frequently professors and teachers, like men in

all other callings, find the routine of their lives sufficient for their energies. Far otherwise has it been with Professor Waterhouse, who has almost disregarded the fatigue of his regular work, and pursued his special investigations as though there were no other strain upon his strength. It is to his quiet, unconscious influence that St. Louis owes much of the activity that seems most directly to proceed from other sources.

"In 1867, Professor Waterhouse was a member of the Mississippi River Improvement Convention, and rendered invaluable service. In 1871 he was appointed by Governor Brown a member of 'The Bureau of Geology and Mines' for Missouri. In 1872 he was elected secretary of the St. Louis Board of Trade.

"In 1873 he made a trip around the world, and increased his profound acquaintance with the subjects which had occupied his interest. In 1875 he was a member of the National Railroad Convention. In 1877 he was again sent as a member of the Mississippi River Improvement Convention, became the secretary of its executive committee, and prepared the memorial to Congress. We in St. Louis believe that to this memorial, which was widely circulated, is due the change of sentiment, and the consequent appropriation of amounts more adequate for the performance of work much needed. In 1878 he was appointed United States commissioner to the Paris Exposition. During the civil war Professor Waterhouse's pen was constantly in requisition, as he was an active participant in the labors of the Western Sanitary Commission.

"For many years the professor was called upon to co-operate with the Missouri State Board of Immigration. In 1863 he was requested to pronounce a eulogy upon Chancellor Hoyt, and acquitted himself with his customary ability.

"Professor Waterhouse's interest in our industrial affairs, while by no means absorbing all of his energies or narrowing his sympathies, has in the main dominated his written work. His articles upon iron manufacture in Missouri were partly at least the cause precedent, if not the cause efficient, of the great industries which have since been developed. His articles upon the cultivation of jute in the United States have been honored by the highest recognition upon the part of the United States commissioners of agriculture. A very wide circulation, their translation into French and German, and the utilization of his ideas by various individuals and corporations are public proofs of their value. All this manifold labor Professor Waterhouse has done without compensation, and frequently at his own personal expense.

"Lieutenant-Governor Henry C. Brockmeyer is, as has been already stated in brief, one who has powerfully influenced the turn of thought upon the part of many who have been largely responsible for St. Louis' intellectual activity. Governor Brockmeyer would be noticeable anywhere for clearness, profundity, and sanity of thought, and for a remarkable power over words that burn. While his written work is so small in quantity, no one can come in contact with him without being sensibly stimulated. Born in Winden, Prussia, in 1828, he left home when sixteen years of age for New York. He first visited St. Louis in 1848, but did not at that time make the city his permanent residence. In 1857 he returned to St. Louis, and since 1858 has been identified with it. His energies have been mostly exercised in political life.

"Dr. W. T. Harris has been, as already said, the most prominent factor in our intellectual development. The incessant activity of his mind, his fertility of resource, and his unquenchable enthusiasm entitle him to a lasting and prominent place in any local history. Apart from the activity which Dr. Harris' efforts excited, his work may be summarized as the giving to St. Louis a high reputation in all educational circles, and the earning of foreign recognition for the metaphysical work of American students. In the conduct of the *Journal of Speculative Philosophy*, Dr. Harris has opened generously its pages to views however different from his own, and has thus done much towards the creation of a sodality among the students of mental philosophy. Born in Connecticut in 1835, he came to St. Louis in 1857, and while a resident was always connected with the public school system, as assistant teacher, principal of a district school, assistant superintendent, and finally as superintendent. Finally he changed his residence to Concord, Mass., and his departure was made the occasion of the handsomest honors, paid him by leading citizens, who appreciated his uninterrupted and invaluable services to the city. Dr. Harris has achieved a national (if we may not say an international) reputation, and his friends expect much from the greater leisure which his present life affords. His annual lecturing tours are looked forward to by many zealous students in Missouri, Indiana, Illinois, Tennessee, and Georgia, and identify him still with the intellectual life of the Southwest.

"Denton J. Snider has stood next to Dr. Harris, and has done much to further interests already sufficiently presented in our discussion of Dr. Harris' services. Since Dr. Harris' removal, Mr. Snider has specially represented the metaphysical interest, al-

though, in addition to this, he has found time to contribute to various kinds of literature works whose value will be more and more appreciated. His 'System of Shakespeare's Dramas' is a work similar in general aim to those of Gervinus, Ulrici, Guizot, and takes rank with these. His study of the American state goes in quite a different direction, but can detract nothing from his reputation as a successful student. His 'Delphic Days' presents in poetical form and with remarkable effect the attempt of the modern consciousness to recreate the old Greek idyllic life. His other works in prose and verse, for our present purpose, need no special description. Apart from his connection with the various associations, such as the Philosophical Society, the High School Society, the Concord School of Philosophy, Mr. Snider has had all of his leisure occupied by classes of ladies and gentlemen, who have desired to have his conduct in their study of Homer, Herodotus, Greek history, Roman history, Shakespeare, and Goethe. His impress upon St. Louis thought is increasingly great.

"Born in Ohio in 1841 and graduated at Oberlin College, he came to St. Louis in 1864, and taught first in the College of the Christian Brothers, subsequently in the High School. After passing two fruitful years in European travel, Mr. Snider returned to St. Louis and resumed his position in the High School, until the pressure of his literary work and the numerous demands upon his time for the conduct of special classes caused him to devote himself entirely to the pursuits of the student.

"A. E. Kroeger was an indefatigable and successful student and *littérateur*, and was identified with the same set of gentlemen and ladies. His work on the 'Minnesingers' is recognized as a standard by Longfellow in his 'Poets and Poetry of Northern Europe,' and his other publications not only merited but received recognition as valid. Through the press, through the magazines, through separate publications, and above all, the irresistible force of example, Mr. Kroeger aided the intellectual development of St. Louis to an extent not to be measured by the shortness of his life.

"Born in Schwabstedt, duchy of Schleswig, in 1837, his father was a Lutheran minister, who, with his family, emigrated in 1848. Mr. Kroeger closed his school life when only eleven years of age; at fifteen was employed in a bank at Davenport, Iowa; went thence to New York, and began his residence in St. Louis in 1859, at which time he was the correspondent of the *New York Times*. In 1861 he was adjutant on the staff of Gen. Fremont; in 1863 assistant treasurer

of the city of St. Louis; 1865-67, city treasurer; after which he devoted himself to literature, so far as time was spared by the demands of the daily struggle for existence. Apart from the 'Minnesingers,' Mr. Kroeger's most noticeable literary work was his studies in German history ('Frederick Barbarossa, The Hohenstauffen'), 'History of the War,' and 'Essay on Chatterton.' Mr. Kroeger's literary and personal friendship with Henry W. Longfellow, Ralph Waldo Emerson, and William Cullen Bryant may indicate the esteem in which his work was held, and the loss to St. Louis when, in 1882, he died at the early age of forty-five.

"Mrs. Ella S. Morgan, while finding in other directions the field of her greatest intellectual activity, was nevertheless an important contributor to what may distinctively be called 'the St. Louis movement.' Through her translations for the *Journal of Speculative Philosophy*, through her interest and personal participation in all the associations for mental improvement, through the stimulus which she was able to afford, both by precept and by example, she merits the honor of mention as one of the first of the St. Louis ladies to appreciate and seek higher cultivation than was demanded by the local social life, and the additional honor which belongs to persistent pursuit of these interests. 'Her literary taste,' says one both able and discriminating in his judgment, 'was very superior. As a critic of books, her opinions had great value. Through her reviews of books in various journals and periodicals, and especially in *The Western*, she rendered most useful service. She possessed an intellectual insight quite unusual, and an excellent power of presentment. These qualities, combined with her thorough mastery of German, give to her translations from the great German metaphysicians a value quite extraordinary. She grasped their meaning with rare penetration, and often gave a clear interpretation to the most abstruse and involved discussions.'

"Miss Anna C. Brackett, now a resident of New York, and well known as an educator and as a successful writer for our leading magazines, began her greatest activity in St. Louis, and belonged to the set which gathered around Dr. Harris. Directly through her work in the Normal School, and indirectly through her unremitting labors outside of her school, Miss Brackett left an indelible impress upon St. Louis, and is entitled to much of the credit of work since done by those whose enthusiasm she roused and whose energies she directed.

"Miss Mary E. Beedy, for many years connected with the High School, did much through her interest

in mental improvement to awaken and strengthen our general activity. Her writings have mostly taken the form of lectures, and have been confined to few topics, but her influence in causing others to appreciate intellectual activity entitles her to a permanent place in our local records.

"Miss Sue V. Beeson, who began her career in our public schools as a pupil, and who, after the completion of her school education, entered upon her career as a teacher in the schools in which she had received her instruction, has always been prominent among the ladies interested in the speculative movement. For several years, in addition to her responsibilities as a teacher in the High School, and to that quiet but marked influence which belongs to those whose spiritual nature is so strong as to at once impress even a casual acquaintance, Miss Beeson has devoted much of her time to work in the classes conducted by Dr. Harris, Mr. Snider, and Mr. Bryant, and to the mutual improvement associations inaugurated by Mrs. Dr. Fischel and others. Miss Beeson's period of direct literary contribution has but begun, but the beginning promises much for the future.

"Professor George H. Howison, during his connection with the Washington University, was also an associate of the gentlemen already named, and his clear intellect, scholarly attainments, and persistent earnestness, added to the tone of this literary circle and strengthened its influence.

"Thomas Davidson, while his *floruit* belonged to the intermediate period of Dr. Harris' labors, represented the literary rather than the philosophical element. By his reputation as a classical scholar and a linguist, by the lucidity of his literary style, and by his incessant activity in the lecture field, Mr. Davidson did much to excite and encourage intellectual activity.

"F. Louis Soldan came into the service of the public schools in 1868, and from that time to the present his activity has been as increased as varied and valuable. Associated with the intermediate period of the movement which we are describing, Mr. Soldan not only sympathized actively with any concrete forms of activity, but, in addition, pursued other investigations, and through his work in the Aristotle Club, his papers in the High School Society, his addresses, educational and other, vindicated his claim to an eminent place among our local brain-workers. Later, Mr. Soldan has acted as director in numerous classes for the study of philosophy and German and Italian literature, while always responding cheerfully and ably to the frequent appeals for special papers, lectures, and addresses. His publications have been numerous,

though mainly taking the shape of monographs. When we consider that Mr. Soldan has the responsibilities of our Normal School and the cares of directorship in many associations, we can appreciate the earnestness, persistency, and strength which alone can enable him to accomplish undertakings so numerous and so varied.

"Mr. B. V. B. Dixon's activity has been varied and constant. Apart from his daily work as instructor in the High School, he has manifested his intelligent interest in the claims of higher culture, first, by his lectures and addresses; second, by his monographs, contributed to magazines and journals, literary and scientific; third, by contributions of money and labor towards the support of enterprises which sought to promote our literary and art interests; fourth, by personal participation in the various discussions, associations, and classes which have been the manifestation of much of our intellectual effort; fifth, by his intelligent interest in our industrial life, and his work as an analytical chemist and metallurgist; sixth, by the inspiration of his example and by a rare ability to win the interest of others, and to present the claims of our higher nature in a way to stimulate others.

"Miss Grace C. Bibb, while in St. Louis, was connected as teacher with the Normal School, and through her efforts for the improvement of education gained a reputation such as to be invited to occupy the chair of pedagogics in the State University, a position which she still acceptably fills. Miss Bibb contributed to the furtherance of our mental activity by her example, by her essays and lectures, and by her personal enthusiasm.

"William M. Bryant came to St. Louis mainly because of the facilities offered by the city for the further pursuit of studies already more than begun. Becoming identified in interest with the circle represented by Dr. Harris, he became at once a marked factor in all of its intellectual progress. Through the formation of classes for the study of art and philosophy, through the efforts made for the higher education of those associated with him as assistant teachers, through his ready response to any calls upon his services as teacher, conductor, or lecturer, through his published works, and through his unremitting zeal and enthusiasm in the pursuits of the student, Mr. Bryant has been, and still continues to be, one of the most potent influences in St. Louis life. His distinctive claims are similar in kind to those of Mr. Denton J. Snider, although æsthetics has more peculiarly been adopted as his province.

"Rev. R. A. Holland, for many years rector of St. George's Episcopal Church, was not only an en-

thusiastic student with Dr. Harris and D. J. Snider, but also an effective writer and speaker, whose labors were not only an addition to the reputation of our city, but a perceptible influence in exciting general enthusiasm in study.

"Francis E. Cook, though belonging to the younger generation of students, has always displayed an intelligent interest in the various intellectual activities of our city, and has contributed to these not only a warm sympathy, but the aid of his own special labors, which he has rendered available to others through his contributions to our local magazines, and by his lectures and addresses.

"T. R. Vieckroy, who has for many years been identified with our public school system, was, like Mr. William M. Bryant and others, drawn to this city by the facilities which it afforded for the pursuit of congenial studies. In addition to his efforts for a new phonetic system, his papers, lectures, and addresses, Mr. Vieckroy has been prominently identified with the Kant Club, the Society of Pedagogues, and with other enterprises which represented the mental activity of our city, and in each of these he has borne his full share of the burden.

"James S. Garland was born in New Hampshire in 1842, removed to St. Louis in 1856, and has since been identified with all that is best in our city. When Dr. Harris formed a Kant Club, Mr. Garland became one of its earliest, most active and valuable members, and when Dr. Harris was engaged upon his translation of Hegel's Logic, he could find no more acceptable or capable coadjutor than Mr. Garland, to whom, in recognition of his services, the book was dedicated. Apart from the influence of his own career as a busy lawyer who still finds time to cultivate the amenities of life, and in addition to his personal identification with the various manifestations of the 'St. Louis movement,' Mr. Garland is entitled to be considered an important factor in our literary life through the unostentatious but always rationally generous aid which he gives to all literary and æsthetic interests, and to his personal efforts in behalf of the educational institutions of the city and State.

"William R. Walker has found time amid the cares of a constantly busy legal life to retain his interest in literature, and while his essays have been few, they have been of an excellence that most decidedly added to the reputation of St. Louis.

"Horace Hills Morgan¹ was born at Auburn, N. Y., on Jan. 22, 1839. Five years later his father re-

moved with his family to St. Louis. At the age of sixteen he was matriculated as a student in Hobart College, Geneva, N. Y., but one year later gave up his connection with that institution and entered Williams College, where he was graduated with classical honors in 1859. In the autumn following Mr. Morgan was appointed to the position of assistant teacher in the St. Louis High School. In 1862 he was promoted to the position of first assistant, and in 1866 was made principal of the school, which place he has filled ever since with great acceptance and ability.

"Such is the brief story of a life that has been thus far outwardly uneventful, but yet filled, in these latter years especially, with varied and unremitting activity.

"His best thought and energy have been given to his vocation, and the high character and standing of the school of which he has been for seventeen years the head show how efficient his labors there have been. In his educational methods and the quality of the work produced he has always manifested an enlightened and progressive spirit, and has thus kept the school abreast of the most advanced educational movement of the time. On many occasions, with tongue and pen, he has ably vindicated the claims of the High School in general to its crowning position in our system of public education, but the admirable management of his school in this city has furnished his best argument in that behalf.

"While performing the engrossing and laborious duties of his profession with rare fidelity and devotion, Mr. Morgan has not been content to play the rôle of the mere pedagogue, but has addressed himself with nearly equal zeal to those problems of culture and society which ever claim the attention of the earnest student and public-spirited citizen. As the *New York Nation* very justly observes, in a notice of one of his books, 'Mr. Morgan is one of that group of devoted students and men of culture who have done so much to elevate the character of society and tone of thought in St. Louis.'

"He has taken a leading part in the organization and management of clubs and societies in this city, formed for the study of art and philosophy, during the past twenty years. A director of the Public School Library for many years, he has rendered most efficient service in building up an institution of inestimable value to the community.

"Amid these manifold professional and public engagements, however, his pen has not been idle. He has published several works upon literary topics.

"But the more permanent productions of his pen

¹ This sketch of Professor Morgan was prepared by James S. Garland.

by no means make up the sum of his literary activity. He has found time to contribute to the pages of the *Journal of Speculative Philosophy*, the *Southern Law Journal*, *Education*, *American Journal of Education*, *The Western*, and other periodicals. The last-named magazine was for a long time under his editorial management, and to him chiefly was due the large measure of success and reputation which it achieved. Its publication was suspended in 1882.

"Lectures, essays, and addresses without number upon a great variety of topics have won for him a still wider hearing in this and other communities.

"These are some of the results of the labor of a man yet in the beginning of his literary prime. It is safe to say that, if life and strength are vouchsafed to him, the future has much more and greater achievements in store.

"Charles Louis Bernays was born in the city of Mentz in 1815, and after the fullest education which could be furnished by wealthy and intelligent parents, he threw aside the profession of law for that of journalism. While still in Germany he made a reputation by his contributions to the *Allgemeiner Augsburger Zeitung* and the *Deutsch-Französische Jahrbücher*, whose editor at that time was our own Dr. Henry Boernstein. Together with Dr. Boernstein, he founded the *Vorwaerts*, but this being promptly suppressed by the French minister, the two gentlemen occupied their time as correspondents of the German newspapers, and had the honor of being the first to inaugurate this phase of journalism. In 1848, Col. Bernays concluded to emigrate to Missouri, but reaching St. Louis during the cholera season of 1849, he and Boernstein located themselves at Highland, Ill. Upon the purchase of the *Anzeiger des Westens* by Dr. Boernstein, Col. Bernays became its editor-in-chief. During the war Col. Bernays served as paymaster, and increased the number of those who had had experience of his ability and sterling probity. Returning after the war to his journalistic career, Col. Bernays became the best known of our newspaper men, using the columns of the *Republican* as well as those of the *Anzeiger*. His writings have been collected, and are to be republished by so competent an editor as his lifelong friend, Dr. Boernstein. Col. Bernays died in June, 1879.

"Col. Bernays, being a profound scholar with a natural taste for scholarship, did not confine his interest to journalism, but was always actively engaged in any gatherings that brought together earnest men and women whose object was intellectual culture. It was in the rôle of one whose own education was both profound and thorough, and who was ever alive to the

value of earnest workers, that Col. Bernays, apart from his journalistic services, was specially helpful to our city.

"Professor J. K. Hosmer was born in Northfield, Mass., Jan. 29, 1834, graduated at Harvard College in 1855, and came to St. Louis in 1874. From 1860 to 1866, Professor Hosmer was in charge of the Unitarian Church at Deerfield, Mass. In 1866 he became connected with Antioch College as one of its professors. In 1872-74 he formed one of the faculty of the University of the State of Missouri, and in 1874 he accepted a professorship in the Washington University of this city. From 1862 to 1863, Professor Hosmer was corporal in the color-guard of the Fifty-second Massachusetts.

"Professor Hosmer, as an element of St. Louis life, has been with the foremost in his interested activity, but he has represented abilities peculiar to himself. His 'Short History of German Literature,' although appearing in a Western city and at about the same time as the one by Bayard Taylor, took at once so high a rank as to be adopted as a book of reference by Harvard and other leading colleges. His abilities have been so appreciated that the *New York Nation* keeps his name enrolled among those whom it mentions as its contributors. At home, his services are in constant requisition for the delivery of lectures and for the conduct of special classes of ladies and gentlemen. Apart from his scholarly attainments, Professor Hosmer has a singular power as a *raconteur*, if we may be permitted to use such a term with reference to a quality of written style. At home, Professor Hosmer's gifts are enhanced by the rare kindness and helpfulness which is so much a part of his nature as probably to be unknown to himself.

"Professor C. M. Woodward was born in Fitchburg, Mass., in 1837. After completing the High School course he entered Harvard College, from which he graduated in 1860. From 1860 to 1865, Professor Woodward was principal of the Newburyport High School, except for a year, during which he was in the army. In 1865 he entered the service of the Washington University as assistant in the academic department. At the present time he is Thayer Professor of Higher Mathematics and Applied Mechanics, as well as dean of the Polytechnic Department, and director of the Manual Training School. Professor Woodward's vigorous enthusiasm in the subjects which specially absorb his interest is recognized by all with whom he comes in contact.

"Professor M. S. Snow was born at Hyannis, Mass., in 1842, and received his collegiate education at Harvard. Subsequently he carried on a school at Nash-

ville, Tenn., whence, in 1870, he was called to a professorship in the Washington University, of whose collegiate department he is now the honored dean. His published literary work has taken the shape of lectures and contributions to the more sterling magazines. Professor Snow, as an element of the intellectual life of St. Louis, is not to be judged by the volume, or even by the quality, of his written work, for there has been no literary assembly since his residence in our city without his contributing personal sympathy and encouragement or else active effort.

"William B. Potter, born at Schenectady, N. Y., in 1846, and completing his technical course in 1869, has since been connected with the Washington University as Professor of Metallurgy. Professor Potter's attainments have caused his services to be sought by those who control many of our large industries, and the accuracy of his analyses has earned for him a high reputation. Quiet and unobtrusive, Professor Potter has the faculty of winning the kindly regard of those who come in contact with him, and his intelligent sympathy with any efforts towards rational progress gives him a marked influence in circles to whom the interests of metallurgy are wholly unknown.

"Professor Charles A. Smith, though occupied with investigations which directly belong to the industrial world, has been one of our most energetic and successful brain-workers. Born in the city, where he still resides, Professor Smith became connected with the Washington University in 1868. His papers upon subjects belonging to civil and mechanical engineering have been both numerous and valuable, while his own inventions have been of the greatest value.

"Francis E. Nipher was born at Port Byron, N. Y., 1847, and came to St. Louis in 1874. Professor Nipher's publications have been numerous and of great value, but they represent the least part of an incessant activity in his speciality of meteorology. It is impossible to characterize the work of the specialist, except by the respect paid to his work by other specialists, and a judgment formed in this way must give Professor Nipher high rank.

"Miss Annie Wall has found time not merely to win success as an instructress, to carry her own education in many directions, and to publish many valuable magazine articles, besides the two books which bear her name on their title-pages, but also to take an active and efficient part in the various literary gatherings of our city.

"Judge Nathaniel Holmes has always been a scholar, and while most of his work has been done through the Academy of Science, he has been no unimportant factor in our intellectual life.

"Albert Todd moved to St. Louis in 1839, and through his generous enthusiasm has participated in nearly all of the public movements of the city. To the literary development Mr. Todd has contributed by his lectures, his writings for the city press, and even more than by these through the warm interest which he always takes in the efforts of others.

"A. J. Conant was born in Vermont in 1821, and first came to St. Louis in 1857. As Mr. Conant is primarily an artist, and must receive his fullest consideration when we come to the art interests of the city, we make mention of him here only because of his study and articles upon archæology. To Campbell's 'Commonwealth of Missouri' Mr. Conant contributed the very able chapter on the archæology of Missouri, and during the meeting of the American Society for the Advancement of Science it became evident that Mr. Conant's labors had had not only interest for himself but value for the scientific world.

"Maj. J. B. Merwin has for many years been known as the editor of the *American Journal of Education*, and through this instrumentality he has done much towards elevating and rationalizing the educational thought of the Southwest. In addition to constant, ardent, and effective support of the interests of general education, the major has by his lectures and addresses manifested his active sympathy with movements which sought to promote the best interests of the community.

"Rev. J. C. Learned, the pastor of the Church of the Unity, has been so much to our city, that when, at one time, it seemed probable that he would remove, there was a feeling almost of consternation among those who are interested in the intellectual life and progress of the city. Apart from the labors of his own calling, Mr. Learned has found time always to be noticeable as a student, and to give freely of time valuable to himself in answer to appeals from our local lyceums and from classes of ladies and gentlemen who desired to study Emerson, Greek poetry, or other subjects under his guidance. His intellectual liberality and sympathy have made him an active supporter of any effort promising to advance mental development.

"Rev. W. Pope Yeaman was born in Kentucky in 1828, and accepted a call from the Third Baptist Church of St. Louis in 1870. In addition to his responsibilities as minister and pastor, Dr. Yeaman gave much time and aid to the interests of education, religious journalism, and missions.

"Rev. John Snyder was born in Philadelphia in 1842, graduated at Meadville in 1869, and had charge of the Second Unitarian Church in Hingham, Mass.,

1869-73. In 1873, Dr. Snyder removed to St. Louis and became pastor of the Church of the Messiah. During the ten years of his residence in this city Dr. Snyder has been unremittingly active in promoting all efforts to secure a higher general culture, and his success has been such as to promise yet larger results in the future.

"Rev. T. M. Post was in 1847 called to the pastorate of the Congregational Church, from whose active ministry he has but just resigned. Dr. Post's ministerial record can find no place here, but it may be remarked that his pastorate has been sufficiently long to enable him to see the results of his labors. To our literature Dr. Post has been a constant contributor, but as literary fame has in no sense been his motive, it has been found impossible to procure a satisfactory list of his publications.

"Dr. Post has always actively sympathized with all efforts at intellectual development, and a strong and active mind, joined to a peculiarly fine imagination, and these rare powers tempered by the most healthy and sweetest of human sympathy, has rendered his work at once unique and invaluable.

"George E. Seymour, who was born in Ohio in 1833, and who removed to St. Louis in 1862, has always been a student, as well as a man engaged in active life. His work in various educational positions can receive no notice here, but his own mental power and activity entitle him to individual mention.

"F. F. Hilder has won a well-deserved reputation as an archæologist and a man of general information. His contribution to 'The Premium Essays upon the Three Americas' Railway' is perhaps his most characteristic work, and is possessed of remarkable interest and power. Mr. Hilder is one of the number who are always appealed to for lectures, addresses, and 'papers.'

"Rabbi S. H. Sonnenschein is one of the most active of our citizens, and is distinguished by an unusual elóquence, which is not the possession of many whose work is very valuable. In addition to his duties in connection with his congregation, Rabbi Sonnenschein is constantly occupied with literary work, much of which takes the form of lectures.

"W. Gilbert, one of the most enterprising of our successful business men, was born in Columbus, Ohio, in 1835. Coming to St. Louis in 1867, after ten years' experience in the book business, Mr. Gilbert was for a year the general manager of the St. Louis Book and News Company. In 1868 he began his career as a publisher of law-books,—a business which he has conducted with noticeable energy and success. Apart from his active business, Mr. Gilbert has always manifested an interest in the intellectual growth of the

city, and has since the destruction of his fine library in 1873 again brought together a collection of four thousand volumes, one of the largest and most valuable of our private libraries.

"George E. Leighton is one of our capitalists whose naturally good intellect has been strengthened by education, and whose prominence in enterprises of public moment is due less to his financial standing than to the broad intelligence with which he deals with questions of social importance. His inaugural address as president of the Historical Society well illustrates the peculiar claims which he has already established upon the community.

"Miss Charlotte Smith, now a resident of Chicago, established and conducted the *Inland Monthly*. While it was intended to be local in the interests represented, it received the support of many of our best citizens, and Miss Smith has the respect and esteem of all who had occasion to know her work.

"Henry W. Williams was born at Williamsburg, Mass., 1816, and came to St. Louis in 1844. Previously Mr. Williams had practiced as a lawyer, and was at one time an editor in Michigan. Among the first to organize the legal specialty of the examination of land titles, Mr. Williams has during forty years been actively conversant with much of our local history. From time to time Mr. Williams has contributed to our city papers articles upon various subjects, some of which, written in 1877-78, found realization in the subsequent financial action of the United States Congress. Mr. Williams, in spite of his business cares, has preserved his literary tastes, and has collected one of the most valuable of our private libraries. He is one of the many people who, prevented by the cares of their daily life from creative contribution to literature, must yet outrank those whose only service has been the publication of a valueless pamphlet or book.

"W. H. Pulsifer is still too much engrossed with business interests and too modest to admit that he has a literary biography. At the same time, by his own success in the study of physical science, by his participation in efforts to sustain and improve our libraries, by his intelligent encouragement of any rational efforts, Mr. Pulsifer must receive mention, even against his will.

"Any summary would be incomplete if it failed to mention those who have encouraged and sustained our literary enterprises, although these co-laborers may have contributed nothing to our published works.

"Gentlemen such as James S. Yeatman, Wayman Crow, M. J. Lippman, James Richardson, Col. Thomas Richeson, Henry T. Blow, W. J. Gilbert,

Thomas Allen, George E. Leighton, A. J. P. Gareschè, George T. C. Reynolds, John Collier, Henry Hitchcock, Albert Todd, Silas Bent, E. A. Hitchcock, Dr. Walker, Gen. J. W. Noble, John C. Orrick, and James S. Garland; ladies such as Mrs. R. J. Lackland, Mrs. J. C. Learned, Mrs. William Ware, Mrs. Charles Nagel, Mrs. Dr. W. E. Fischel, Miss Susie Blow, Mrs. Beverly Allen, Mrs. D. Robert Barclay, Mrs. Isaac Cook, irrespective of their own direct literary labors, have been markedly important factors in the increase of our city's literary and æsthetic development.

"A very continuous and considerable activity has always been created and sustained by the Jesuit Brothers in charge of the St. Louis University, but as it has not specially challenged public attention, many are not aware of the source of a movement whose effects they feel. Of the young men educated at this institution many have attained distinction in the church, at the bar, in the profession of medicine, and in the less individualized fields of rational activity. During the past few years, under the auspices of Father R. J. Meyer, president of the faculty, there have been inaugurated courses of post-graduate lectures, and the attendance upon these has done much to incite the younger men to an intellectual activity which shall not be wholly absorbed by the cares of every-day life.

The following is a list of St. Louis authors and their contributions to literature:

Alexander, A. W. Contributor to the *Inland Monthly*.
 Allen, Lyman W. Cont. to *The Western*; cont. to Princeton Poets.
 Allen, Thomas; born in Massachusetts, 1813; St. Louis, 1842; died 1882. *Family Magazine* (N. Y.); *Madisonian* (D. C.); cont. *Western Journal*, *Valley Monthly*; Address to University Club, 1876; Proposed Expedition to Japan; Address on History and Resources of Missouri.
 Allen, Mrs. L. B. G. Bobs and Nabobs, and other plays.
 Amson, Arthur. Cont. *Journal Speculative Philosophy*.
 Ashworth, T. M. Tom Chips.
 Bailey, George W. A Private Chapter of the War.
 Bailey, John J. Art, a Poem; cont. to *The Western*.
 Bateman, W. O. Constitutional Law of the United States.
 Bakewell, E. A. Addresses.
 Barclay, D. Robert. Lectures.
 Barret, Richard A. Cont. *Inland Monthly*.
 Bay, W. V. N. Reminiscences of the Bench and Bar of Missouri.
 Benton, Thomas H.; born in North Carolina, 1782; St. Louis, 1813; died 1858. Editor *St. Louis Enquirer*; Thirty Years' View; Abridgment Debates in Congress.
 Beck, James P. The Doctor and the Lawyer.
 Berg, Franz. Fisel.
 Beedy, Mary E. Lectures.
 Beeson, Miss Sue V. Cont. to *Journal Speculative Philosophy* and *The Western*.
 Bernays, C. L.

Bent, Silas. Thermal Paths to the Pole; cont. *Inland Monthly*; Lectures.
 Bernard, E. F. R. Xenophanes.
 Bibb, Miss Grace C. Lectures; cont. to *The Western American*.
 Blow, Miss Susie. *Journal of Education*; Addresses on Kindergarten System.
 Block, Lewis J. Exile, a Poem; cont. to *The Western, Journal Speculative Philosophy*, and *Inland Monthly*.
 Bland, Peter E. Cont. *Western Journal*, 1849; Speeches on Finance and Currency.
 Blewett, Benj. Cont. *The Western*.
 Boutwell, Mrs. Helen Willis. Cont. *The Western*.
 Boyd, Rev. W. W. Lectures.
 Bowman, Bishop. Lectures and Addresses.
 Boudreaux, Father Florentin. Ascetical works.
 Brown, B. Gratz. Lectures; Gradual Emancipation in Missouri; The Reform Movement.
 Brockmeyer, H. C.; born in Prussia, 1828; St. Louis, 1857. A Foggy Night at Newport; letters on Faust in *Journal Speculative Philosophy*; Lectures.
 Brookes, Rev. J. N. Is the Bible True? How to Read the Bible; Marantha, or the Lord Cometh; *Central Christian Advocate*.
 Brackett, Miss Anna C. The Education of American Girls; Poetry for Home and School; Rosenkranz's Pedagogics; cont. to *Journal Speculative Philosophy*, *Atlantic*, *New England Journal of Education*, *American Journal of Education*.
 Bryant, William M.; born in Indiana, 1843; St. Louis, 1873. Hegel's Æsthetics; Philosophy of Landscape Painting; Lectures; associate editor of *The Western*; cont. to *Journal Speculative Philosophy*, *American Journal of Education*.
 Bryan, W. J. S. Associate editor *The Western*; Addresses.
 Blackwood, W. Gardner. Cont. *Western Journal*.
 Buell, James W. A Short Tour of St. Louis; Life of Jesse James; Legend of the Ozarks.
 Burlingham, Rev. A. H.; born in New York, 1822; St. Louis, 1866. Lectures.
 Byers, W. N. Cont. *Valley Monthly*.
 Calmer, Father H. M. Lectures on History and Anthropology.
 Carter, J. H. Cont. city press; Rollingpin's Almanacs; Lectures.
 Campbell, R. A. Commonwealth of Missouri; Missouri State Atlas; The Four Gospels in One; Gazetteer of Missouri; Chiromancy.
 Caselberry, Evans. Cont. *Western Journal*.
 Castlehur, F. K. Palms.
 Childs, C. F.
 Chauvet, Regis. Chemical Analysis of the Coals, Iron Ores, etc., of Missouri.
 Chauvet, William. Manual of Spherical and Practical Astronomy; Treatise on Elementary Geometry; Treatise on Plane and Spherical Trigonometry; Inaugural Address, Washington University.
 Clements, Miss Hilda C. The Song of Steam, a Poem.
 Clarke, Enos. Lectures.
 Conant, A. J. Archæology (Switzer's History of Missouri); Archæology (Commonwealth of Missouri); Transactions St. Louis Academy of Science; Lectures.
 Cooper, Isaac J. Cont. *Western Journal*.
 Cook, Francis E. Associate editor of *The Western*; Songs, Poems, etc.; Readings; Lectures.
 Collet, Oscar W. Cont. *The Western* and city press.
 Cole, Miss S. E. Cont. *The Western*.

- Cobb, H. Cont. *Western Journal, Western Journal and Civilian, Inland Monthly*.
- Crane, Newton. Cont. *Scribner's Monthly*.
- Crunden, F. M. Lectures; Readings; cont. *The Western, American Library Journal, Missouri Democrat*.
- Davidson, Thomas. The Pantheon and other Essays; editor *Western Educational Monthly*; cont. *The Western, The Nation, The Boston Advertiser, Journal of Speculative Philosophy*, city press, *American Journal of Education*; Lectures.
- Darby, John F.; born in North Carolina, 1803; St. Louis, 1827; died 1882. Personal Recollections; cont. city press.
- Dacus, J. A. A Tour of St. Louis; Annals of the Great Strikes in the United States; cont. city press, *Valley Monthly*.
- Davis, T. G. C. Cont. *Inland Monthly*.
- D'Arcy, H. I. Associate editor *The Western*; Lectures; cont. *Journal of Speculative Philosophy*.
- De Smet, Father.
- Deutsch, William. Exercises for Allen's New Method; cont. *The Western*.
- Dixon, B. V. B. Selections in Appleton's Reader; associate editor *The Western*; Lectures.
- Diehl, Conrad. System of Drawing.
- Diekenga, I. E. The Worn-Out Shoe, a Poem; Between Times; Tom Chips; cont. *Valley Monthly, Inland Monthly*.
- Des Montaignes, Francis. Cont. *Western Journal*.
- Eads, Jas. B. Cont. Transactions St. Louis Academy of Science; Report on Mississippi Jetties; Protest against Bill for the sale of Bank Stock; On the Jetty System; Physics and Hydraulics of the Mississippi River.
- Edwards, Richard. The Great West.
- Eliot, Miss Ida M. Cont. *Journal of Speculative Philosophy*; Poetry for Home and School.
- Eliot, Rev. W. G. Early Religious Education; Emancipation in Missouri; Great Social and Moral Questions of the Day; Woman's Work and Education in America; Discipline of Sorrow; Home Life and Influence; Dignity and Moral Uses of Labor; Discourse before the Old Guard of Missouri; Doctrine of Christianity; Lectures and Addresses.
- Ellis, Miss Anna C. Unforgiven.
- Engler, E. A.; born in St. Louis, 1856. Cont. *American Journal of Mathematics, Hardy's Elements of Quaternions, Popular Science Monthly*, Transactions St. Louis Academy of Science, *Kansas City Review of Science and Industry*; Time-Keeping in London.
- Engelmann, Dr. Geo.
- Eyser, John. Liebestrange.
- Fastré, Father Joseph. Translations.
- Finkelnburg, G. A. Lectures.
- Fitzgibbon, J. H. Cont. *Western Journal*.
- Foy, Jas. H. Moody vs. Christ and His Apostles.
- Foy, Peter L. Lectures.
- Frings, Chas. H. Die Behandlung der Amerikanischen Weine.
- Fulton, Rev. John. Lectures.
- Garland, Hugh. Cont. *Western Journal*.
- Garland, James S.; born in New Hampshire, 1842; St. Louis, 1856. Translation Hegel's Logic; cont. to *The Western*.
- Galway, T. F. The Jesuits (tr. Paul Féval); cont. to *The Western*.
- Garrigues, Miss Gertrude. Cont. *Journal of Speculative Philosophy and The Western*.
- Gantt, Col. T. T. Cont. to *The Western*.
- Garrett, Thomas E. Freemasonry and Education; The Three Stages; cont. to city press.
- Glover, Samuel T. Cont. *Inland Monthly*.
- Green, Dr. John. Cont. to *The Spectator*; Lectures.
- Goebel, G. Länger als ein Menschenleben in Missouri.
- Gould, D. B. City Directories, 1873-83.
- Green, John. City Directories, 1845, 1847, 1850, 1851.
- Goodman, C. H. Cont. *Appleton's Journal*.
- Gibert, Madame. French Readers.
- "Grey, Ethel." Cont. *Western Journal*.
- Graham, Alexander J. Cont. *Western Journal*.
- Harrison, Edwin. Transactions of Academy of Science.
- Hamilton, A. F. Lectures; cont. *Valley Monthly, Western*; editor of *Journal*.
- Harts, Father M. M. Lectures on the Feudal System.
- Hayes, Richard. Transactions of Academy of Science.
- Hawks, Bishop C. S.; born in North Carolina, 1812; St. Louis, 1843. Boys' and Girls' Library; Library for My Young Countrymen; Uncle Philip's Conversations for the Young; Friday Christian.
- Harris, William T. *Journal of Speculative Philosophy*; Appleton's Readers; Hegel's Logic; Lectures and Addresses; cont. to *The Atlantic, The Western, North American Review, New England Journal of Education, American Journal of Education, Inland Monthly*; Johnson's Cyclopædia.
- Hackstaff, G. C. *Hackstaff's Monthly*, 1880.
- Haven, C. H. *St. Louis Monthly Magazine*, 1878.
- Helmuth, William T. Arts in St. Louis.
- Helper, Hinton R. Impending Crisis; The Three Americas' Railway; Oddments of Andean Diplomacy.
- Hibberd, S. S. Cont. *Journal of Speculative Philosophy*.
- Hertwig, John G. Cont. to *The Western*.
- Heylen, Father Louis. Lectures.
- Hinchman, Miss Laura. Cont. to *The Western*.
- Hill, Britton A. Cont. *Valley Monthly*, city press, *Inland Monthly*; Liberty and Law; Absolute Money.
- Hitchock, Henry. Lectures.
- Hill, Father W. H. Sketch of St. Louis University; Ethics; Elements of Philosophy; Rhetoric.
- Hilder, F. F. Cont. Transactions of Missouri Historical Society, *Kansas City Review, Criterion, Grain Review, St. Louis Sportsman*; Prize Essay, Three Americas' Railway; Lectures.
- Holmes, Judge Nathaniel. Cont. Transactions of St. Louis Academy of Science; The Authorship of Shakespeare; The Geological and Geographical Distribution of the Human Race; Lectures.
- Howison, Professor George H. Analytical Geometry; The Mutual Relations of the Department of Mathematics; Lectures.
- Holland, Rev. R. A. Lectures; cont. to *Journal of Speculative Philosophy, The Western*, and city press.
- Howard, C. L. Geography.
- Hobart, E. F. *Western Educational Journal, Western Educational Review*.
- Hopewell, M. The Great West.
- Hosmer, Professor James K. The Thinking Bayonet; Memoir of Dr. G. W. Hosmer; Short History of German Literature; A Corporal's Notes of Military Service in the Nineteenth Army Corps; cont. to *Atlantic, The Western, New York Nation, North American Review*; Lectures.
- Hoit, T. W. Cont. *Inland Monthly*; Rights of American Slavery; The Model Man.
- Hoyt, J. G. Relations of Culture and Knowledge; Inaugural Address, Washington University; Lectures and Addresses.
- Hotchkiss, C. W. Cont. *Monthly Journal*, 1861.
- Hogan, John; born in Ireland, 1805; St. Louis, 1845. History of Methodism in the West; The Resources of Missouri; Thoughts on St. Louis; cont. *Republican, Christian Advocate*.

- Hubbard, Mrs. Clara. Merry Games and Songs.
- Hughes, Father T. Lectures on Natural Ethics.
- Illsley, Charles E. Lectures; cont. to *The Western*.
- Jameson, H. W. Rhetorical Method; Selections for Reading; associate editor of *The Western*.
- Jordan, B. Cont. to *The Western*.
- Kargau, E. D. Poems.
- Kendrick, A. A. *Central Baptist*, 1870.
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¹ To the above list may be added the names of Henry Boernstein, publisher of the *Anzeiger des Westens*, who has been quite prominent in connection with the German stage, both in Europe and in this country, having written many successful plays, and Laura C. Redden, who, under the pseudonym of "Howard Glyndon," has an extensive reputation as a magazine and newspaper writer. Miss Redden was born in Somerset County, Md., but came to St. Louis early, assisted in editing the *St. Louis Presbyterian*, and wrote much for the *Missouri Republican*. Two of her books, "Notable Men of the Thirty-seventh Congress" and "Idyls of Battle," are well and favorably known.—J. T. S.

² The more prominent journalists are indicated by a *.

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- Baird, E. T. *St. Louis Presbyterian*, 1853-59; *St. Louis Christian Advocate*, 1872.
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- *Bagly, Miss F. M. *Contributor to city press*.
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- Birch, James H.; born in Virginia, 1804; *St. Louis*, 1826; *St. Louis Enquirer*.
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- *Boernstein, Henry; born in Hamburg, 1805; *St. Louis*, 1849. *Anzeiger des Westens*.
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 *Waterloo, Stanley. Evening Chronicle, Republican.
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"The private libraries of St. Louis have only recently begun to be considerable, either in extent or in character. This fact is largely due to the mixed character of our population. While the French element predominated, business, political life, and social affairs elicited the chief interest. The German element has to a great extent been composed of men and women whose energies were absorbed by industrial pursuits, and their artistic sympathies found the most satisfactory expression through music. Hence, while in our musical history the Germans lead in representation, and while names like Boernstein and Bernays are eminent in the ranks of our local writers, yet the sympathy through literary forms has not been the commonest manifestation. The other elements of a primarily foreign population would naturally find their time sufficiently occupied without the devotion of much time to special literary culture. The native American population has largely consisted of those to whom the struggle for existence was too immediate to leave leisure for extensive reading.

"The few individuals who had accumulated private libraries were most frequently men of retired lives, and the dispersion of their effects by death or removal has destroyed all but the recollection of their collections. In some cases, as in that of Governor Reynolds, valuable libraries were confiscated or destroyed during our civil war.

"Using library as a word intended to express a reasonable number of valuable books, collected with reference to some rational and distinctive aim, private libraries are owned by the following ladies and gentlemen:¹

Mrs. Beverly Allen, *Gerard B. Allen, Mrs. Thomas Allen, Mrs. D. Robert Barelay, *Dr. G. Baumgarten, Mrs. Francis P. Blair, *A. F. Blaisdell, Miss Susie Blow, Rev. W. W. Boyd, *Maj. Bryan, W. J. S. Bryan, Mrs. J. J. Cole, E. C. Coleman, D. F. Colville, *Newton Crane, *F. M. Crunden, *Eugene Cuendet, H. I. D'Are, H. A. Diamant, *John A. Dillon, B. V. B. Dixon, *William R. Donaldson, W. B. Douglas, *H. L. Dousman, George D. Drake, John N. Dyer, James B. Eads, *Lucien Eaton, *George S. Edgell, *Dr. W. E. Fischel, Rev. John Fulton, Rev. Dr. Ganse, *Col. T. T. Gantt, *James S. Garland, James C. Ghio, *W. J. Gilbert, *William J. Glasgow, *Samuel T. Glover, Dr. John Green, George D. Hall, W. G. Hammond, *Britton A. Hill, *E. A. Hitehoek, *Henry

¹ The collections marked thus * have special value, and well represent the ancient and modern classics, art, dramatic literature, natural science, political history, English literature, Shakespeariana, French memoirs, books relating to Napoleon, philology, philosophy, theology, Americana, and illustrated works.

Hitchcock, Clarence Hodge, *James K. Hosmer, Mrs. G. L. Hughes, *Halsey C. Ives, *Horatio Jones, *Archbishop P. R. Kenrick, *Rev. F. M. Kilty, Chester M. Krum, Mrs. R. J. Lackland, *Rev. J. C. Learned, *George E. Leighton, J. H. Lionberger, Henry Lucas, Dr. Karl Luedeking, Judge G. Madill, William McBlair, Gustav V. R. Meechein, *H. H. Morgan, J. W. Noble, James O'Fallon, John O'Fallon, John C. Orrick, C. S. Pennell, John D. Perry, *Rev. T. M. Post, *W. H. Pulsifer, *Eben Richards, F. L. Ridgley, *L. B. Ripley, *E. C. Robbins, *Rev. M. Schuyler, *William L. Scott, *George E. Seymour, J. H. Sheets, *J. R. Shepley, *H. T. Simon, R. B. Smith, *D. J. Snider, *M. S. Snow, *F. L. Soldan, S. H. Sonnenschien, H. S. Spaunhorst, Dr. A. Strotholte, *Maj. Suteo, H. C. Thorn, *George F. Toner, *Charles H. Turner, E. H. Twining, *Mrs. W. H. Waters, *Sylvester Waterhouse, *H. W. Williams, *Mrs. William Young.

"The publishing business in St. Louis has neither employed large capital nor been of more than individual importance. To this there are notable exceptions in the direction of law, which, through the efforts of F. H. Thomas & Co., George I. Jones, and W. J. Gilbert, has become an interest of magnitude, while the publications have a high reputation. Mr. Jones has, furthermore, done much for the city by the high character of his miscellaneous publications, such as Hosmer's "History of German Literature," Snider's "System of Shakespeare's Dramas," Morgan's "Topical Shakespeariana," Woodward's "History of the St. Louis Bridge," and in the direction of educational publications, Henry W. Jameson has done enough to entitle him to personal mention."

Among the publishers, David B. Gould¹ has achieved a well-earned reputation as the directory-maker of St. Louis. He was born in Caldwell, Essex Co., N. J., Sept. 7, 1844. He appears to have inherited his faculty for book-making, for his grandfather, Stephen Gould, is said to have been the first publisher of law books in America. The house which he founded in New York City is still in existence, being now conducted by Banks Brothers, his great-nephews. The Goulds settled in New Jersey as early as 1700, and were prominent and public-spirited people of that region.

Young Gould received the usual common-school education, and attended college, but did not graduate, being impatient to mingle in the active affairs of life. In 1864 he went West as clerk of the Ordnance Department of the United States army, and was located at Fort Scott, Kan., where he remained until the close of the war, when he returned to his old home; but finding the sphere too contracted for one of his enterprising disposition, again removed to the West, and in 1866 began at Chicago the compilation of directories. In connection with this business he was identi-

fied for some years with some of the most important places in the West and South.

In September, 1871, he located permanently in St. Louis, and commenced the publication of the "St. Louis City Directory," which he has issued annually ever since. Mr. Gould has given this work his entire time and attention, and for completeness, correctness, careful attention to details, etc., his publications are not surpassed by any similar works in America. He employs such system and energy in the business that, although the growing population of St. Louis compels the yearly addition of from five thousand to seven thousand names to the directory, the period employed in getting out the work has, during the past ten years, been shortened thirty days. In addition to this great undertaking, he publishes a "St. Louis Business Men's Directory," a "Blue-Book of St. Louis," and a "Map of St. Louis." Mr. Gould has also published directories of Peoria, Springfield, and Bloomington, Ill., and it is his intention to cover, as rapidly as practicable, every important point in the West and South.

Of his standing as a business man it may be said that he very early secured the confidence and good will of the people of St. Louis, and has retained them ever since. He at once identified himself with the city, and there has hardly been a public movement of any kind since he established his residence in which he has not taken a prominent and active part. Questions of transportation, both by rail and river, have engaged much of his attention. He was a delegate from St. Louis to the River Improvement Convention at St. Paul, and was secretary of that body, which did more for the improvement of the upper Mississippi than all previous agencies. Upon this and kindred topics he has written much for the public press. There is hardly a citizen who has devoted more time and money, proportionately to his means, to advance the interests of St. Louis, and there is certainly none who has exhibited such implicit and enthusiastic faith in the future of the city, as is shown by his large investments, made from the profits of a prosperous business. He is an ardent promoter of the pending scheme to reconstruct the streets of St. Louis with granite, and in this, as in all things else, displays the earnestness of a man of liberal and enterprising views, who has not only the courage to express them, but the energy to carry them out.

Innumerable enterprises claim and receive Mr. Gould's support. He was the founder and father of the St. Louis Club, and for three years was a director and chairman of its house committee. He is a director in the Provident Savings Institution,

¹ Contributed by F. H. Burgess.



David B. Gould

LIBRARY
OF THE
UNIVERSITY OF ILLINOIS.

one of the enterprising and flourishing banks of the city. He is also a member of many fraternities, but while willing to do his share of the work, has preferred that others should fill the offices and enjoy the honors.

Mr. Gould's wife is Emma E., the only daughter of Dr. M. V. Allen, of Chicago, and a direct descendant of Gen. Ethan Allen, the Revolutionary hero. They have three interesting children.

Mr. Gould has a beautiful residence at 3457 Chestnut Street, St. Louis, and an elegant summer house at Oconomowoc, Wis., where in the intervals of business he enjoys life rationally, finding no greater pleasure than in the society of his family and friends.

"The following is a list of the publishers of St. Louis :

"Advocate Publishing House, American Baptist Publication Society, American School Book Company, M. S. Barnett, C. R. Barnes, Beektoold & Co., Belford, Clark & Co., Bollman & Son, W. S. Bryan, R. A. Campbell, James H. Chambers, Christian Publishing Company, Norman J. Coleman, Concordia Publishing Company, Charles B. Cox, Logan D. Dameron, Everts & Co., P. J. Fox, Gilbert Book Company, David B. Gould, Historical Publishing Company, E. F. Hobart & Co., G. I. Jones & Co., Journal of Commerce, Moses King, J. J. Lawrence, J. C. McCurdy & Co., National Publishing Company, Parson & Co., Review Publishing Company, Scammell & Co., J. T. Smith & Co., Spectator Publishing Company, St. Louis Magazine Company, St. Louis Religious Press Association, W. H. Stevenson, Sun Publishing Company, F. H. Thomas & Co., Thompson, Tice & Lillington, N. D. Thompson & Co., William F. Wernse & Co., Charles F. Anderson, E. F. Gambs, Harker & Pritchard, Charles Jennings, Ferd. P. Kaiser, W. H. Kerns, Louis Lange, John B. Lee & Bro., Frank McDavitt, James H. Matthews, George W. Matthews, McClelland & Winter, Samuel H. Soyster, St. Louis Baptist Publishing Company, St. Louis Board of Publication, Thomas & Stone."

CHAPTER XXXVII.

ART AND ARTISTS.¹

THE art history of St. Louis has passed through two distinct phases. This has followed naturally from the peculiar characteristics of the inhabitants. The earlier settlers were mainly French. These brought with them the inborn refinement belonging to people who have grown up in the midst of a cultivated society, and who have inherited through many generations a genuine taste for and lively appreciation of works of art.

Such people, though doubtless for the most part

¹ This chapter is the joint work of Professor H. H. Morgan and W. M. Bryant. In giving it without material alteration, the author does not wish to be held responsible for all its conclusions, nor for the tone of some of its criticisms.

unable to analyze and give an explicit account of their preferences, must still possess, in the form of taste, a discriminative judgment that would well-nigh unfailingly select intrinsically valuable, and as unfailingly reject valueless productions. They thus without hesitation preferred a fair copy of a really significant work to an original one that possessed no vital meaning. In this way, it is well known, there grew up in Europe at an early period a demand for copies of the better class of paintings.

Of copies thus called into existence many were brought to St. Louis and the surrounding region by the earlier French settlers. It doubtless happened also that an occasional original picture by a really great artist found its way over, though the fact that few specially wealthy families were counted among these early immigrants reduces such probability to the minimum.²

At the present day many of these old paintings have fallen into the hands of people who, for one or another reason, do not care to retain them. It often

² This scarcely does justice to the earlier inhabitants of St. Louis. They did not practice art to any great extent, but they did encourage it by securing pictures abroad and by having portraits painted at home. There were a number of very good portrait-painters in the country, who every year made winter tours to the South, and it was a favorite route with several of these to pass up the Hudson to Albany, across country to Olean, down the Allegheny to Pittsburgh, and thence to Cincinnati, Louisville, St. Louis, and New Orleans. A great number of the old portraits in St. Louis were painted by these itinerant limners. The first directory, that of 1821, mentions the fact that the town at that time contained "one portrait-painter, who would do credit to any country."

Gabriel Paul was then the architect and building the Cathedral, and the compiler of the directory takes great pride in claiming that "the Cathedral of St. Louis can boast of having no rival in the United States for the magnificence, the value and elegance of her sacred vases, ornaments, and paintings, and indeed few churches in Europe possess anything superior to it. It is a truly delightful sight to an American of taste to find in one of the remotest towns of the Union a church decorated with the *original* paintings of Rubens, Raphael, Guido, Paul Veronese, and a number of others by the first modern masters of the Italian, French, and Flemish schools. The ancient and precious gold embroideries which the St. Louis Cathedral possesses would certainly decorate any museum in the world. All this is due to the liberality of the Catholics of Europe, who presented these rich articles to Bishop Dubourg on his last tour through France, Italy, Sicily, and the Netherlands. Among the liberal benefactors could be named many princes and princesses, but we will only insert the names of Louis XVIII., the present king of France, and that of the Baroness La Candele de Ghysegham, a Flemish lady, to whose munificence the Cathedral is particularly indebted." Of course the paintings of the old masters are *copies*, not originals. The directory also makes mention of the fact that even at that early day drawing was part of the regular curriculum of St. Louis University (then called College).—J. T. S.

happens, therefore, that one of these is brought to light and offered for sale. Some of them bear the signatures of artists more or less celebrated. These, which from the nature of the case in most instances must be, and very likely in all cases are, copies, together with many more altogether without signature, are often confidently claimed to be original works of the or that great master, on no other ground, it would seem, than that there is no longer any clew whatever to their origin! At the same time, it is not to be denied that many of these works have genuine merit; some of them, indeed, a high order of merit.

It is to be observed, however, that during this entire earlier period the absorbing interests were those of a community struggling to develop the resources of a country as yet in its primitive condition. It was impossible, therefore, that the art interests of the time should be such as to develop any productive activity in the field of art.

The second phase of the art history of St. Louis presents characteristics no less marked than those of the first. The growth of the city involved the infusion of elements other than French, so that in course of time the latter became wholly subordinated, both in numbers and in influence. The transition period, indeed, is one well-nigh destitute of art interest of any kind. The new elements entering into the population of the city brought energy, enterprise, thrift, but all this was concentrated almost wholly in the direction of accumulating property in its most abstract form,—*i.e.*, in the form of wealth, money as wealth.

This stage, however, was not, as it could not be, a permanent one. Those who had accumulated wealth began to feel the necessity of its being realized in other forms than in that of mere money, if it was to be wealth in any true sense; and no very extended research was required to make clear to them this fact, that wealth has from time immemorial unfailingly sought realization in works of art.

Nevertheless, people without art-culture, and even wholly destitute of traditions concerning art, cannot, from the very nature of the case, safely rely upon their own judgments in the choice of works of art. It happened, therefore, that the earlier collections in this second phase of our art history were of exceedingly varying merit. The tendency was, and in some degree still is, to decry the art of the *renaissance*, and to insist upon the immeasurable superiority of the art of the present over the art of all former time. Pictures were purchased rather from the celebrity of the artist than from any clear conception of the significance or value of the pictures themselves.

At the same time, while the distance of an artist in time was held to be proof of his inferiority, the distance of an artist in space was but too likely to be taken as fairly conclusive evidence of his superiority. Nor does there appear to have been the slightest suspicion of the necessary incongruity existing between these two tacit assumptions, the former of which was but one with the light opinion entertained of the *renaissance* art, an incongruity sufficiently apparent when one considers that those most distant and therefore greatest artists are found in France and Italy, the very countries where the richest traditions of the *renaissance* centre, and without which the great art of the present would have been simply impossible.

It must, however, be borne in mind that this was but a preliminary stage. With increase of inquiry has come increase of knowledge, so that the purchases of works of art have been steadily more and more discriminating, while the evidences of defective judgment in the determination of earlier acquisitions are gradually disappearing from our galleries.

The influences leading to this marked improvement in the art interests of the city have been many and various. Among these influences the art exhibitions held from time to time must be counted as highly significant. The first was held in Oak Hall in 1857, and this may be regarded as the date of the revival, or, in an important sense, as the date of the origin of a genuine art interest in the city.

For a number of years past art exhibitions have constituted a special feature of the St. Louis Annual Fair and Exposition. These have generally been made up mainly of paintings, representing the best class of work of many of the foremost artists of both Europe and America.

Besides these, other occasional exhibitions have been held in the Mercantile Library rooms, in the reading-room of the Public School Library, and latterly two specially noteworthy ones in the new Museum of Fine Arts. These have all been "loan exhibitions," the pictures being supplied from the private galleries of the city. Much credit is due to H. L. Dousman and other collectors named below for their public-spirited liberality on these occasions, which has been of great value in educating the public taste.

Again, the collections that came to be formed, as a result of the newly-awakened interest, gave by reflex influence a strong stimulus to that interest. The earliest of these collections worthy of mention began to be formed in the years immediately succeeding the close of the war. A number of these have come to include not merely an extended array of pictures for which large sums of money have been paid, but pic-

tures which, with very few exceptions, are genuine works of art of a high order of merit. Such are the collections of H. L. Dousman, Charles Parsons, Daniel Catlin, F. O. Day, John J. O. Fallon, S. A. Coale, J. G. Chapman, Benjamin W. Clark, Edwin Harrison, George E. Leighton, F. L. Ridgeley, John A. Scudder, John R. Shepley, and W. S. Stuyvesant, which contain good and important examples of the work of nearly two hundred of the most celebrated of modern painters. The works in these collections have been chiefly, though not entirely, selected because representative of artists of high repute, and together afford the means of study of much of the best of modern art.

Others, guided in many instances by knowledge born of real study of art, and in other instances by a well-defined and cultivated taste, have made collections which may be said to exhibit more of the individuality of the owners, notably H. C. Ives, G. Baumgarten, Martin Collins, S. M. Dodd, W. W. Harris, Henry Overstolz, E. A. Hitchcock, Frank Desloge, W. J. Gilbert, Horatio M. Jones, H. T. Simon, J. B. Henderson, Thomas E. Tutt, G. O. Carpenter, A. B. Thomson, L. M. Rumsey, G. S. Walker, M. Rumsey, H. C. Wilson, B. H. Brownell, E. S. Warner, and D. F. Colville. Some of these collections are the expressions of taste or feeling in a special direction, as for engravings or etchings, and some are composed exclusively of the works of local artists.

Hercules L. Dousman,¹ who has perhaps the finest private art collection in St. Louis, is the only son of Col. Hercules L. Dousman, who, as one of the leading minds of the Northwestern Fur Company, contributed largely to the opening up to settlement and civilization the vast territories that lie west and northwest of Prairie du Chien, Wis., as far as the boundaries of the British dominions and the mouth of the Columbia River. Col. Dousman was born in 1800, in the island of Mackinac, and after receiving a thorough commercial training in New York, became, while still quite a young man, connected with the Northwestern Fur Company, of which John Jacob Astor, its founder, was then manager, and in which Pierre Chouteau, of St. Louis, was subsequently one of the controlling spirits. In 1826, Col. Dousman was stationed by his employers at Prairie du Chien, under the nominal control of Joseph Rolette, a gentleman who speedily comprehended the great abilities of his youthful friend and coadjutor, and yielded to him the administration of the affairs of his company in that region. Thus at an age when most men are deliber-

ating on the choice of a career, Col. Dousman became the practical Governor of a territory larger in area than France and Germany combined, and the potent agent through which civilization has supplanted barbarism throughout a section which bids fair to become the richest and most populous in the republic. He was one of the most remarkable men of his day, and among the wild tribes of the Northwest his control was unhesitatingly admitted. A friend of his, Gen. Henry H. Sibley, in a paper read before the Historical Society of Minnesota, speaking from long years of personal knowledge, bore testimony to the extraordinary power he wielded among the Indians, who, while they feared and respected the determined will of Col. Dousman, revered him as a man whose justice was equaled by his kindness, and whose word could be relied on implicitly in all transactions. Indeed, he was their friend as well as their law-giver, and his rule was acknowledged with a hearty loyalty that could only spring from warm personal affection.

In 1844, Col. Dousman married the widow of Joseph Rolette, who died in 1842. This lady was born in 1804, at Prairie du Chien, where she resided, with some trifling temporary absences, until her death, which occurred Jan. 13, 1882. She survived her three children by her first marriage, and on April 3, 1848, her only surviving child, Hercules L. Dousman, was born. Throughout all her long residence in her Northern home Mrs. Dousman led a life of piety and charity, which endeared her to the people among whom her lot was cast, and caused her decease to be mourned with a genuineness and spontaneity of feeling such as made it seem that every family felt the loss as that of one of its individual members.

Col. Dousman died Sept. 12, 1868, when his son was less than twenty-one years of age. During his business career he had acquired vast possessions, including property lying at various points along the banks of the Mississippi, from Carondelet, where he owned thirty acres of city property, to Prairie du Chien, where his lands faced for three miles along the river bluffs, and stretched far inland. But for the civil war, during which he raised and equipped at his own cost large bodies of troops, these estates would have been much more valuable; but, notwithstanding, at the time of their owner's death they were valued at several millions of dollars. All these estates are now the property of his son.

Hercules L. Dousman married in November, 1873, the eldest daughter of Gen. Samuel D. Sturgis, an officer who distinguished himself on several occasions in important operations during the war, and who as colonel of the Seventh Cavalry won an en-

¹ This sketch was contributed by F. H. Burgess.

viable record as one of the best Indian-fighters the United States army has produced. He is at this writing governor of the Soldiers' Home at Washington. Shortly after his marriage, and early in 1874, Mr. Dousman accompanied his wife to St. Louis on a visit to her father, who was then commandant at Jefferson Barracks. This visit led to his permanent settlement in St. Louis, the decision being reached in the fall of that year. In 1877 he purchased a handsome mansion, which he remodeled, adding to it a gallery for a collection of paintings. Mr. Dousman had long been a consistent and liberal patron of the arts, purchasing pictures and statuary whenever opportunity served, and gradually educating his judgment up from plane to plane, each step being taken with characteristic caution and forethought, but all tending towards the one general purpose of making a collection which should comprise specimens of the best efforts of modern genius. Long before his gallery was completed the principal dwelling-rooms of his residence were crowded with the paintings he had accumulated. Subsequently, from time to time, additions have been made, and always with a close regard to the principle on which the collection was begun, until now, although there are more extensive, there are few choicer collections in the country.

As soon as his collection had approached its present degree of excellence, Mr. Dousman notified all interested in art, whether resident in the city or visitors, that the treasures he had gathered were at their service for either enjoyment or study. Artists were especially invited to make use of the opportunity thus afforded, and the Dousman residence came to be daily thronged with visitors whose only introduction was a taste for works of art. In time this was found to be too great a tax to be permitted without restriction, and a regulation was made which proved beneficial to all. One day in the week was set apart as a general visitors' day, admission being by card, obtainable by any one of respectability on application, the gallery being reserved on the other days for the use of the family and intimate friends.

Probably one of the most remarkable of the works in Mr. Dousman's gallery is the famous "Temptation of St. Anthony," by Louis Leloir.

Gabriel Max is represented by two superb works, "Maternal Happiness" and "The Reverie," both of them perfect specimens of the best style of this great figure-painter.

Bouguereau's work is seen in a magnificent full-length, life-size painting, "Les Jeunes Bohemiennes," sometimes called "Les Sœurs." and in a cabinet picture of extreme delicacy of sentiment, entitled

"L'Ange Gardien," where a young mother is breathing a soft prayer over her sleeping infant.

Victor Bachereau has a fine historical work, showing the last hours of Francis of Lorraine, Duke of Guise, the dying hero pardoning his assassin, who has been captured and brought to his tent for condemnation.

"The Roll-Call of the Reign of Terror," by Charles Louis Müller, the original of the great canvas which stretches over one of the walls of the Palace of the Luxembourg, shows with awful skill all the horror of a morning in the conciergerie when the officer of the revolutionary tribunal is calling out the daily list of the victims of the guillotine.

Pierre Jean Clays is represented by a scene in the harbor of Ostend, painted in the best style of that great marine artist.

Benjamin Constant's work appears on two canvases,—"*Cæsar's Daughter*," haughtily treading the steps of the Roman amphitheatre, and "*The Sultan's Favorite*," a strong piece of Eastern light, color, and grace.

Corot's "*Morning*," one of the best works of the great landscape-painter, is another feature of the collection.

Among the other artists represented are E. J. Aubert, Czachorski, De Haas and Van Marcke, who appear at their best in two magnificent cattle pieces; William Kray, of Vienna, who is represented by the famous "*Lorelei*," and by "*The Swimming Lesson*" and "*The Fisherman*;" Jacquet, whose work appears in exquisitely painted portraits of Mr. Dousman's two eldest daughters; A. Vély (Salon picture of 1880), "*Le Cœur S'Eveille*," a life-size, full-length work, showing a young maiden listening to her grandame's reading of some story of heroic deeds; Lecompte du Nouy, represented by his famous Salon picture, "*Christian Pilgrims at the Tomb of the Virgin*;" Casanova, Madrazo, Mesgrigny, Meissonier, Adrien Moreau, Pierre Outin, Palmaroli, Perrault, Pinchart, Richter, Rico, Rossi, Schenck, Schreyer, Alvarez, Amberg, Chelmonski, Chlebowski, Carolus Duran, Jules Dupré, Diaz, De Neuville, Coomans, Heilbuth, Alfred Guès, Hagborg, Indoni, Ziem, Villegas, Simoni, Sjamaar, Terrassa, and a score of others.

The citizens of St. Louis fully appreciate the value of such an acquisition to their city as the Dousman family. Its head is always ready to promote public enterprises with both purse and influence, and his home, under the cultured management of Mrs. Dousman, is the centre of the most graceful and refined society the city can boast.

In addition to the works of art belonging to the St.



H. L. Dinsman

Louis School of Fine Arts, the St. Louis University, the Mercantile Library, and the Public School Library, the city contains a score or more collections of paintings worthy of mention in this connection, five well advanced collections of engravings, three of etchings, and one of photo-gravures and autotypes.

Co-ordinate with the influences already mentioned tending to improvement in the art interests of the city have been the organizations and institutions devoted exclusively to the fostering of this special class of interests.

The earliest of these appears to have been the Western Academy of Art. This was established in 1860, with great promise of permanence and usefulness. Hon. Henry T. Blow was its first president and the leading spirit throughout. It had purchased an extensive collection of casts of statuary, and had made arrangements for the establishment of a School of Design. With the opening of the war, however, the existence of the academy speedily came to an end. The military authorities took possession of the building, and what the organization had collected was quickly scattered abroad. The casts from the antique works now in the reading-room of the Public School Library are all that remain of its possessions.

The Art Society was established in 1872, for the express purpose of cultivating a taste for art, and one means adopted for the attainment of this end was the formation of a collection of works of art that should be open to the public. The first president of the Art Society was Thomas Richeson, after whom, for several terms of office, came J. R. Meeher, H. H. Morgan, and Thomas Davidson. Dr. W. T. Harris also took an active interest in the organization and contributed much to its success. During the first four or five years of its existence, with such men as its supporters, the society exhibited great vigor and exerted a marked influence upon the community. Dr. Harris, Dr. C. L. Bernays, D. J. Snider, and others infused a strong element of philosophical criticism, directing attention specifically to the thought element in works of art.

It was this influence especially that led to the purchase of a large collection of autotype reproductions of celebrated works of art, and the placing these on permanent exhibition in the reading-room of the Public School Library. The result has been to familiarize the whole community in greater or less degree with the typical productions of the great epochs of art activity in the history of the world. The collection is especially rich in works of the *renaissance* period, the selections being made evidently with reference to the culmination of the expression of the fundamental conceptions of Christianity, and therefore

the fundamental conceptions of the modern world in art-forms.

Unfortunately, however, in the year 1878 the management was changed, and the real purpose of the organization quite lost out of sight, the natural result being the speedy dissolution of the organization itself. But this fact could not invalidate the work actually accomplished by the society that has a permanent value, and to its promoters is due the gratitude of all genuine lovers of art in the community.

The St. Louis Sketch Club originated with J. R. Meeher in 1877. Its aim was primarily a professional one, viz., the cultivation of the inventive and creative powers of its members, who were, of course, artists, either professional or amateur. A further purpose was to promote a professional spirit among the artists of the city. It began with but three members, and met in turn at their respective studios. For a time the jovial artists found the meetings occasions of genuine relaxation and mirthful enjoyment, no less than of free mutual criticism. With increase of numbers, however, there has been a manifest tendency towards reserve and "decorum," until, with an active membership of twenty-five, and an associate membership of seventy-five, its gatherings have become somewhat staid social occasions. The rooms of the club are well appointed, and its monthly receptions are occasions of special interest. At these receptions are exhibited sketches by the active members, illustrating some appointed theme. The influence of the club upon its members has been very great and altogether valuable, as it promises to be for the future.

The School of Design was established by Mrs. John B. Henderson in 1878. The aim of this organization was mainly to give opportunity for learning the methods and fundamental forms of decorative art, though afterwards instruction was also given in painting, both figure and landscape. For a time the school was popular, and seemed to meet a real demand. At length, however, the public-spirited lady who established it, and who from the first had supported it almost unaided, gave it over to other management. Support failed, and the school shortly came to an end.

There remains to be noticed the School of Fine Arts connected with the Washington University. In a prospectus of the school for 1881-82 it is stated that "the establishment of an art school upon a broad and permanent basis has always been part of the plan of Washington University." It is also intimated that art instruction had been embodied in the course of study for nearly twenty-five years. It would seem, however, that it was not until 1875 that anything very definite was done to put in force this part of the

general plan. In that year "students were admitted to the drawing department," and class and public lectures were given in art history. During the same year, too, an evening school was opened.

This initiatory step, properly speaking, in the realization of what had so long been included in the ideal of the university was taken by Halsey C. Ives, who, in the face of much discouragement and opposition, organized a free evening class in a room of the university and became its sole teacher. The class numbered eighteen the first evening, and increased to forty-three within two months. During the second year the numbers were such as to require an assistant, and the year following three assistants became necessary. At the same time a course of lectures was given on Architecture, Sculpture, Art History, and Music. These lectures were open to the public, as well as to students, and were largely attended.

It soon became evident that there was demand for day classes as well, and accordingly provision for such was made. Many at once availed themselves of the opportunity thus offered, and the numbers have steadily increased to the present time. During the past year two hundred and eighty-eight persons have received instruction in the school, exclusive of students from other departments of the university. About one-third of the students thus far have been ladies.

During the first years of the work the instruction given was for the most part unpaid. It was an experiment, and largely the experiment of the one man, who looked steadfastly through all discouragement to the success which he saw as well as felt to be certainly awaiting his efforts.

The success that followed his conviction was followed by the conviction of others, so that "on May 22, 1879, the directors of the university adopted an ordinance establishing a Department of Art in Washington University," to be known as "The St. Louis School of Fine Arts." The objects of the department were appropriately defined, and work was begun at length upon a thoroughly secure basis.

Of course the man who had proven the practicability and made certain the success of the school was now formally appointed its director. Nor could a more fortunate selection have been made. Professor Ives has already brought the school to a degree of maturity that gives it rank among the foremost of such institutions in the country. Altogether clear in his convictions, unswerving in his purpose, familiar with the art and art schools of both Europe and America, and enthusiastic in his devotion to art, his management promises to give to the very liberal pro-

vision now made for the school the utmost degree of efficiency in the promotion of the art interests of St. Louis and the West.

But any notice, however brief, of the St. Louis School of Fine Arts would be incomplete without some mention of the splendid gift of its most recent and most liberal patron. On the 10th of May, 1881, as elsewhere more fully stated, Mr. Wayman Crow formally delivered by gift to the authorities of Washington University the title of a large, substantial, and handsomely-furnished structure, under the name of "The St. Louis Museum of Fine Arts." This consists of five large galleries, besides a number of classrooms, three large studios, and a beautiful auditorium capable of seating nearly a thousand people. With its galleries once properly filled, we have here the predestined focus of all the genuine art interests of the city.

Here again, indeed, the energy of Professor Ives has not been wanting. Two of the galleries were immediately filled with a fine collection of casts, which he had already secured, representing the great typical works in sculpture, from the colossal Egyptian statues to the marvelous Gates of Ghiberti. A number of paintings of a high order of merit are already on the walls, together with engravings, etchings, and autotype reproductions of many great works of art. Of these, indeed, he has already secured a rare collection for the school, so that students have constantly before them both excellent original works and also faithful reproductions of many of the finest creations in the entire range of art.

There can be no question that the establishment of the St. Louis School and Museum of Fine Arts marks one of the most important epochs in the art history of St. Louis.

Finally, it ought not to entirely escape notice that some very intelligent and effective work in the direction of cultivating a taste for and developing a rational judgment of art and art history has for a number of years been going forward in the Central High School, at first under the direction of Miss Mary E. Beedy, and more recently in the hands of Miss Sue V. Beeson.

Two publications specifically devoted to art have been published in St. Louis. One of them, under the title of *Art and Music*, was begun in 1881. It gave illustrations of the work of local artists, and reproduced a number of works in local collections. It failed to reach a very high standard of work, met with very unsatisfactory support, and after about eight months of precarious existence its office of publication was moved to Chicago, where it is now issued as a weekly.

A smaller one is published by the students of the School of Fine Arts, under the name *Palette Scrapings*. It has been in progress but little more than a year, and is, of course, to be judged of from its own stand-point. As students' work it is very creditable.

Two other publications, the *Journal of Speculative Philosophy*, under the editorship of Dr. William T. Harris, and *The Western*, under the editorial management of H. H. Morgan, have devoted much space to the philosophical discussion of art, both in its general compass, and also in the special interpretation of individual works of art, both ancient and modern. These interpretations have been the outgrowth of attempts to discover and to formulate in reflective language for the reason the thought element involved in given works of art which, as such, of course appeal directly to the imagination.

We come, finally, to give some brief indication of the actual productive work accomplished in the field of art in St. Louis, and of those by whose hands this work has in the main been done. And it is worth remarking that the very fact of so large a number of artists finding support here is itself the best evidence of the rapid growth in the appreciation of art in the community.

Of architecture there is little to be said from the point of view of art. Of church architecture there are comparatively few specimens of really fine design. One of these is the Episcopal (Christ) Church at Thirteenth and Locust Streets. Though still unfinished, the structure is altogether imposing. The plan, as a whole, is marked by a pleasing degree of harmony, which is greatly heightened by the sense of repose given by the appearance of massive solidity. It is a good example of the early English Gothic style.

The Presbyterian Church, Fourteenth and Lucas Place, bears a specially fine spire, illustrating the best phase of the true pointed style.

SS. Peter and Paul's (Catholic) Church, South St. Louis, is a fine large edifice in stonework of the Gothic style, the external appearance of which, however, is seriously marred by the unfinished state of the spires. The Church of St. Alphonsus, on Grand Avenue, is also a fine structure externally, though the interior is not sufficiently high to prevent a certain sense of oppression.

St. Joseph's (Catholic) Church, Eleventh and O'Fallon Streets, is specially noticeable on account of its interior decoration, as is also the much smaller Church of the Annunciation, Seventh and Labadie Streets, which is nearly on the plan of the Sistine Chapel in Rome.

The Church of the Messiah, recently erected on the

corner of Garrison Avenue and Locust Street, is a beautiful example of the early English style of architecture. It has a number of memorial windows, which are considered the best specimens of stained-glass work in the city. The perfect adaptation of means to ends of use, without in any degree sacrificing any part of the artistic motive of the whole, is realized in this structure to a degree seldom attained.

On the other hand, examples are but too numerous of large sums of money expended only to render bad taste the more conspicuous. This is especially true of a number of churches but recently completed at great cost, the interior decorations of which are altogether unfortunate, both in design and in combination of colors.

The Public Buildings of the city present few artistic features to detain us. The old court-house, Fourth and Market Streets, has a really good dome. The Four Courts, Twelfth Street and Clark Avenue, is a huge pile, gaudy, French, and flimsy.

The new custom-house, again, occupying an entire square between Eighth and Ninth Streets and Olive and Locust, is a building of immense cost, and not altogether destitute of pleasing points. Viewed as a whole, however, it is impossible to deny that it lacks unity. On the contrary, it is cut up into details so as to lose fatally in mass and solidity.

The Museum of Fine Arts, Eighteenth and Lucas Place, mentioned elsewhere, may be classed among public buildings in the more general sense. The main portion is of stone, the auditorium in the rear being of brick. The effect of the whole is unique and pleasing, while the interior finish is rich and faultlessly elegant.

One other building also may be included here, and also serve as transition to the class of commercial buildings. It is the new Chamber of Commerce, Third and Chestnut Streets. It is massive, symmetrical, beautiful. Unfortunately, however, its location renders a good view of it well-nigh impossible.

The number of commercial buildings noticeable for their architectural design is rapidly increasing. One of the earlier and one of the finest of these is the Equitable building, Sixth and Locust Streets, with its admirable provision for light. Among others are the Gas building, Third and Pine, brick finish, and the Bridge building, Eighth and Washington Avenue, with its handsome front in stone, each representing a special style.

Among hotels, the Lindell, Sixth and Washington Avenue, is doubtless the finest from the artistic point of view, while of the theatres the new Olympic is regarded as by far the handsomest.

The number of really handsome residences is also rapidly increasing. Among many others may be mentioned that of J. L. D. Morrison, Twenty-eighth and Locust Streets, entirely of stone, large, finely proportioned, and in refined taste; and those of John Whittaker, Garrison and Franklin Avenues, P. L. Foy, Grand and Lindell Avenues, and J. D. Perry and others on Vandeventer Place. It would indeed be impossible, as it would be undesirable, to catalogue all the residences whose owners have shown their appreciation of the value of the art element in a dwelling. Many, indeed, present little that is noticeable externally, but are specially elegant within, following the fashion of the ancient Greeks.

In short, there can be no doubt of the genuine and rapid increase of interest in architecture as an art in all its branches on the part of the citizens of St. Louis.

Among local architects, F. D. Lee, by whom, aided by Thomas B. Annan, the Chamber of Commerce was planned, and George I. Barnett, have done much thoroughly artistic work.

Charles E. Illsley has also done good work in the line of domestic architecture.

In sculpture there is still less that calls for notice. In some sense Miss Harriet Hosmer may be claimed as belonging to the art history of St. Louis, seeing that in 1850 (at nineteen years of age) she became a student in a medical college of this city, where she acquired a knowledge of anatomy that has been of special service to her in her later artistic labors. Two beautiful specimens of her work, *Ænone* and *Beatrice Cenci*, are now in the city, one owned by the Mercantile Library, and the other by the Art Museum.

Howard Kretschmar, a native of St. Louis, became conscious of his vocation as a sculptor through carving a set of chessmen in wood. He afterwards modeled in clay a bust of Mayor Joseph Brown, which attracted attention, the result being that he went to Europe and remained there four years, first in the Academy of Munich, and afterwards as an independent student at Rome. Since his return he has been actively engaged in his profession. Among his recent works is a marble bust of Hon. Thomas Allen. He is at present a teacher in the School of Fine Arts, Washington University.

Pietro Perrin also worked as a sculptor in St. Louis from 1860 to 1870.

J. Wilson McDonald commenced practicing his profession as a sculptor about 1860, and executed models for the statue of Thomas H. Benton which was to be placed in Lafayette Park. But he was not successful in the competition, as the award was made

to Harriet Hosmer. He afterwards executed marble busts of Benton and Mr. Harrison, the iron merchant, both of which now adorn the large room of the Mercantile Library. He removed to New York after the close of the war, and has resided there ever since, executing various commissions for Eastern and Western patrons. A work which brought him fame in the East was the colossal bust of Washington Irving, which was placed in one of the parks of Brooklyn. He was commissioned to execute a colossal statue in bronze of Attorney-General Bates, which was erected in Forest Park, St. Louis, and afterwards competed for the statues of Gen. Custer and Gen. Francis P. Blair.

W. H. Gardner adopted the profession of sculptor in St. Louis, and commenced working in the studio of Howard Kretschmar about 1880, assisting that artist in the execution of the colossal busts now in position on the front of the Museum of Fine Arts. In 1881 he exhibited a bust of President Garfield at the Fine Arts Hall in the St. Louis Fair-Grounds, which was much admired, and for which he very justly received a first prize. In 1882 he competed for the Blair monument, for which prizes had been offered by the Blair Monument Association. In this competition he carried off the first prize, and was commissioned to execute a colossal statue in bronze of Gen. Francis P. Blair, which he is now working upon.

Robert Bringham, a young sculptor of decided ability, was one of the students at Washington University, and a pupil of Kretschmar. He went to Europe to pursue his studies, but was only able to stay one year. Since his return he has executed medallions and statuettes which have attracted attention and placed him in the position of one who has talents of a high order. He received the first and second prizes at the fair in 1882, and has since exhibited some ideal modeling at the St. Louis Sketch Club which displayed considerable imagination and excellent anatomical knowledge.

Painting has been much more widely appreciated than either of the other forms of art. And as there is nothing in which man has so direct and deep an interest as in himself, it is but natural that the portrait-painter should have been the first to receive cordial greeting and profitable employment.

Among the earliest of the portrait-painters connected with the history of art in St. Louis was Chester Harding, father of Gen. Chester Harding and of the wife of Hon. J. M. Krum, of this city. He was born in 1792, and made his first visit to St. Louis about the year 1820. With rare energy he had struggled through the most adverse circumstances into an acknowledged position as an artist. In one of his West-

ern journeys he painted the portrait of Gen. Clark (of Lewis and Clark's expedition to the Rocky Mountains), and also that of Daniel Boone. The latter is understood to be now in the possession of James Bissell, of this city. In Boston, as early as 1823, he was overrun with commissions, and finally broke off his stay there abruptly, with nearly a hundred applications still awaiting him, in order to make the visit to Europe which he had been long and eagerly looking forward to. In England his power was very soon recognized, so that he was shortly occupied in painting the portraits of a number of more or less celebrated personages, among them the Duke of Sussex and Alison, the historian. There are also several portraits by him of Daniel Webster, and these are regarded as being of high merit.

During his last visit to St. Louis, in 1866, he painted the portrait of Gen. W. T. Sherman. This is one of his latest, as it is also one of his best works. He died in Boston within the same year. A brief account of his life is given in the *Atlantic Monthly* for April, 1867. He himself also left a volume with the quaint title "Egotistography," in which he gave an account of his own life and works.

About 1840, Emanuel de Franca came to St. Louis from Philadelphia. He soon acquired great popularity as a painter of portraits, and for a time did good work.

Ferdinand T. L. Boyle, another portrait-painter, came to St. Louis about the year 1838. He was distinguished for his intelligence and fine social qualities. Among the portraits he painted were those of Governor Gamble and Gen. Francis P. Blair, the former of which is in the collection of the Mercantile Library.

Wilkins was active in the same field about the same period. He was an exponent of the English school, in which ladies were habitually represented as shepherdesses.

It was not far from the year 1858 that St. Louis was visited by a portrait-painter who is regarded by good judges familiar with the whole course of the development of art in St. Louis as the best of all this class of artists who can claim a place in the present history. This was W. Cogswell, who, though he remained here but two or three years, did much valuable work, including the portraits of such citizens as Joseph Charless and Peter Lindell. On quitting St. Louis he went first to Chicago, and afterwards to California, where he now resides.

A. J. Conant, born in 1821, took up his residence in St. Louis in 1857, and is still in our midst. He has long been highly esteemed both as a man and as an artist. He is specially successful in his portraits of

mature men. His strength lies in the decidedly realistic character of the likenesses he produces.

Madame Subit has followed the profession of portrait-painting in St. Louis for many years, and has received many commissions, which have been filled quite to the satisfaction of those giving them. She works very minutely, paying great attention to the elaboration of laces and drapery.

A number of other portrait-painters are deserving of mention, though it will be impossible here to give them extended notice. Col. Waugh, of early date, was not only a painter, but also made portrait busts in marble. John Reid, Brewer, G. Mueller, and Powers also did good work of this class.

Latterly, Miss Georgie Campbell, who was for a time a pupil of J. R. Meeker in landscape, has been specially successful in portrait-painting. In this field she has gained much from the instruction of Healy. She is now in Chicago.

It should be mentioned, too, that Miss Sarah M. Peale was a popular painter of portraits in St. Louis from 1847 to 1878. Portraits by her of Daniel Webster and Thomas H. Benton are in the collection of the Mercantile Library.¹

¹ Miss Sarah Middleton Peale lived in St. Louis for over thirty years, until 1878, when she returned to Philadelphia, in order to be near her surviving kinsfolk.

Miss Peale belongs to the historical family of that name, so prominent in the art history of the United States. She is the daughter of James Peale, the brother of Charles Wilson Peale, the founder of Peale's Museum in Philadelphia. Her uncle painted the first picture of Washington in 1772 as a Virginia colonel. He opened the first picture gallery in Philadelphia, and was for fifteen years the only portrait-painter in North America. On her mother's side Miss Peale's great-grandfather was a Claypole, and the grandson of Oliver Cromwell. John Claypole was one who came over with William Penn to America in 1682, and his son, James Claypole, built the first brick house in Philadelphia.

Miss Peale arrived in St. Louis in 1847, from Baltimore, where she had spent several years with a cousin. She came to St. Louis at the request of Mr. Nathaniel Child, who had relatives in Baltimore. She visited Washington several times, and painted the portraits of Lafayette, Caleb Cushing, Dixon H. Lewis, of Alabama, Hon. Lewis F. Linn, of Missouri, Judge Abel P. Upshur, William R. King, Henry A. Wise, Senator Benton, and others. The portrait of Benton was purchased by a gentleman and presented by him to the Mercantile Library. The portrait of Dr. Linn was purchased by Mrs. Capt. Sears, a niece of the senator.

During her long sojourn in St. Louis, Miss Peale was devoted to her brush, and painted the portraits of several distinguished characters, among them that of Father Mathew, while on his visit here. She painted the portrait of Dr. J. B. Johnson and other leading citizens. The walls of her studio were hung with a number of original portraits and copies made by herself. Among them were Caleb Cushing, Dixon H. Lewis, and a few others. Latterly her skill was more especially devoted to the painting of fruit pieces.—*J. T. S.*

A number of figure-painters of much merit have also found a congenial field for their labors in St. Louis. Among these, Deas lived and worked here during the years 1840-45. Besides figure-pieces he painted animals and landscapes. He exhibited a number of works in the American Art Union. Among these was one representing frontier life, the scene being a struggle between a white hunter and an Indian. An "Irish Stag-Hound" by him is owned by Gen. Sibley, of St. Paul.

Thomas S. Noble came to St. Louis about 1860. He studied in Paris under Couture. On his return he painted a large composition entitled "The Last Slave-Sale in St. Louis." During the war he joined the Southern army. Afterwards he went to New York, where he was elected an associate of the National Academy. Among works executed in that city were a number the themes of which were drawn from slave-life in the South. Later he went to Cincinnati, where he was given charge of the McMicken School of Design. There he painted "The Price of Blood" and "John Brown led to Execution." He is a good draughtsman, and some of his work shows superior strength in color.

Charles F. Wimar, born in 1829, in Germany, gave evidence even in childhood of absorbing artistic instincts. At the age of fifteen he emigrated with his parents to America and settled in St. Louis. Shortly afterward he attracted the attention of the artist Pomarede, who inquired the name of the boy, sought out his parents, and secured him as a pupil. In 1849, Pomarede undertook the task of painting a panorama of the Mississippi River. Wimar accompanied him on the journeys necessary to sketch these scenes. Here he became intensely interested in the characteristics of Indian life. His portrayals of these were so faithful and full of vigor that Pomarede at once advised him to devote himself exclusively to such work. This he did, though not till he had spent five years in diligent preparation for the task in Dusseldorf, under the instruction of Leutze. Nor did he fail to make trial of his powers upon his favorite theme during these years of preparation. The result was the execution of a number of important works, among which was one representing an emigrant train attacked by Indians. The design was boldly conceived and finely wrought out, the completed picture creating great interest in Europe, and being bought on its arrival in this country by the late Governor Gamble. Wimar also painted, while still at Dusseldorf, a series of pictures representing the abduction by the Indians of Daniel Boone's daughter. One of these is now in the collection of the Mercantile Library of this city. On

his return to St. Louis, Wimar at once set about his central task, and traveled among the Indians, making sketches, taking photographic views, studying in minutest detail their characteristics, and afterward portraying on canvas in finished form the completed conceptions he had thus worked out with so much enthusiasm and labor. He also painted many pictures representing buffaloes. His last work was the painting of the historical scenes in the dome of the court-house of St. Louis. Consumption had developed, and in 1863, at the age of thirty-four years, his work and his life ended together, as he himself had predicted. Wimar's gifts were of a high order, as his works testify, and yet during his lifetime he failed to receive the appreciation that was his due. Now that he is dead all do him honor, and we cannot without the deepest regret think of a life like his, cut short while yet so much remained for him to do, and just when he seemed on the point of realizing the outward as well as the inward fruits of the success he had so manfully achieved in art. The greater part of his works are owned in St. Louis.

Conrad Diehl, a pupil of Kaulbach and Foltz at Munich, and afterward of Gerome in Paris, became actively related to the art interests of St. Louis directly after the great fire in Chicago. He was very soon enabled, through the timely aid of James E. Yeatman, to offer to his pupils the advantages of day life-study, an advantage which drew a number of his former Chicago pupils to St. Louis. Upon the merits of the work of this school the *Boston Globe* of July 4, 1878, commented as follows: "These are perfectly marvelous in the beauty of their execution, the firmness of touch, the perfect drawing, the wonderful relief, and the superb breadth and masterly vigor that characterize them all. We are the more surprised at these drawings as there are but few masters who can produce such thoughtful, brilliant, and faultless work. The drawings of the New York Art School, lately exhibited at the same rooms, are childish and almost ridiculous by the side of these productions of a young school of which we have never before heard." This school, which he conducted with such signal success, was but the carrying out of the determination with which he returned from his European studies. That purpose was nothing less than to hasten the time when the art student of America should no longer find it necessary to seek in a foreign land the education he desired. We will not here be able to trace his efforts in Chicago, cut short by the great fire, nor to specify the untoward circumstances by which the fruits of his labors here were turned into other channels, nor to recount his prolonged and

intense labors in the direction of securing a rational method of instruction in drawing in the public schools of St. Louis and ultimately in the whole country. In all these efforts indeed he met with partial defeat; and yet in the best sense he was truly successful, for the principles he at first seized only in a general way were, through this intense and prolonged activity, worked out in detail and formulated into what may with justice be styled the first *reasoned system* of elementary instruction in drawing thus far presented. This system the author himself significantly styles "form study." Just when this system was fairly matured the opposing forces succeeded in depriving our schools of further benefit from it. At the same time (1880) the authorities of the State University at Columbia, Mo., recognizing the high value of the system, as well as the superior gifts of its author, called him to a chair in that institution, where he has since been devoting his energies to the perfecting in detail and to the practical application of his method, which he has admirably summarized under the title of "Grammar of Form-Language" in a work still in manuscript.

Meanwhile he has not allowed his work as artist in the more precise sense to stand still. Besides designs for arabesque decorations, he has produced, among other works, a design for a monument representing Christ at the Resurrection, which was pronounced to be the best of a number of competing designs, most of which were by professional sculptors. At present he is engaged in the preparation of cartoon studies for what he styles his "two first pictures," as he regards all his former large paintings in the light of studies merely.

George C. Eichbaum, portrait and *genre* painter, came to St. Louis from Pittsburgh in 1859. He is especially successful in portraits of women and children. Latterly he has painted a number of pictures of the *genre* type that have been well received, among them especially "Pickwick and Sam Weller," and another entitled "Whistle and I'll come to you, my lad;" this was exhibited in New York at the Academy, and sold for a high price on the opening day of the exhibition.

W. M. Chase, now well known throughout the country, began work in St. Louis in 1870 as a fruit-painter. In 1872 he went to Europe, where he was under the instruction of Pilotz, at Munich. On his return to America he chose New York as his field of labor, and has there gained an enviable reputation.

J. W. Pattison took up landscape-painting about 1867. He was for a time in Mr. Conant's studio, after which he became a teacher in the Mary Institute, and later took charge of the art department in

Washington University. In 1872 he went to Europe, studied in the schools of Dusseldorf and Paris, changed his style to *genre*, and has produced a number of very pleasing pictures. He returned from Europe in 1882.

Paul Harney commenced his artistic career in St. Louis. He spent two years in Munich, and is now a teacher in the School of Fine Arts, Washington University. His duties allow him little time for original work, though what he has done indicates the possession of genuine talent.

Carl Guthertz has also for several years been connected with the School of Fine Arts, where his services have been invaluable. Besides acceptable portraits, he has exhibited a marked talent for ideal compositions, such as the "Awakening of Spring" and "Midsummer Night's Dream." He spent four years as a student in Paris, Antwerp, and Rome.

John Fry, a young man, has recently developed in this school unusual powers as an artist, and has been added to the corps of teachers. He has shown rare ability as a colorist, and with the seriousness of purpose and definiteness of conception characterizing his work there is reason to hope for much that is excellent from him in the future.

George W. Chambers, a former student of the School of Fine Arts, has spent two years in Paris adopting the *genre* style. He has already done creditable work, but has recently returned to Paris to pursue his studies there further.

Charles E. Moss came to St. Louis from Nebraska in 1877, entering Meeker's studio at the age of sixteen. He made rapid progress there, and at the end of two years went to Paris, where he became a pupil of Bonnat. His progress there has been altogether remarkable. At the age of twenty-one he painted his first large canvas, which was accepted at the Salon, and has since been on exhibition in St. Louis. The subject is the "Prodigal Son," which is treated with perfect seriousness and with great strength. His second large canvas was accepted at the next year's Salon, and found a purchaser before the close of the exhibition. He is counted as one of the most vigorous and promising of the American colony of artists in Paris.

J. R. Meeker, beyond question the leading landscape-painter of the West, came to St. Louis in 1859. Here he has worked continuously up to the present time, with the exception of three years spent during the war in the capacity of paymaster in the United States navy. These three years, however, proved to be peculiarly fruitful to him as an artist. During his leisure voyages on the lower Mississippi and other streams of that region he discovered the art possi-

bilities of the semi-tropical swamps ; and how great the discovery was none can rightly estimate save those who have had opportunity of enjoying the exquisitely beautiful dreams of the primeval world which he creates betimes out of the material thus discovered. Other and charming work he has produced indeed, representing scenes in the Rocky Mountains, in the Green Mountains, in Minnesota, in Wisconsin, in New York, and in Missouri. But the work of his that will live longest is the work that is peculiarly and solely his own.

Louis Schultze began work as an artist about 1855. He assisted De França for several years. His work includes figure-painting as well as landscape, in which he uses sometimes oil paints, sometimes water colors.

Ritter was the first teacher in the Art Department of the Washington University. He was a skillful draughtsman, though his work was somewhat labored and over-minute. He had made many elaborate studies of mountain scenery in Germany and Switzerland, and painted several large pictures now owned in St. Louis.

Thomas Allen, Jr., commenced the study of landscape-painting with Pattison about 1872. Afterwards he went to Dusseldorf and studied there two or three years. On his return he made special studies of the characteristic scenery of New Mexico, resulting in a number of works. He is now a resident of Paris.

Since 1879, W. L. Marple has spent the greater part of his time in St. Louis. A number of his best pictures show evident traces of the influence of French landscapes exhibited here. He has recently gone to Chicago.

Henry Chase was born in St. Louis, and early evinced a fondness for art. He went to Europe in 1872, while still very young, and returned thither in 1877. He was a pupil of Mesdag, at the Hague. His specialty is marine views, and latterly ships. Among his earlier works is a specially fine large one entitled "Taking the Wreck in Tow," which is in the possession of Hon. Henry Overstolz, of this city. He is at present in New York.

Mrs. Augusta S. Bryant, for five years a pupil of J. R. Meeker, has adopted landscape-painting as a profession. Her work has received much favorable notice. Among her works, "Pilot Knob" is a strong piece of realistic painting, while the "Road to the Meadows" and a "View on the Meramec" show a fine sense of the great beauty of summer days, with their shimmering atmosphere and tender foliage and grass. Quite recently from a well-observed reflected sunset she has developed an ideal scene of marked

character, whose mysterious light awakens a thought of the Norse legends concerning Valhalla and the twilight of the gods. These indications give clear promise of valuable work yet to be done by this artist.

James M. Barnsley, a young man of excellent ability, received his art education mainly in the School of Fine Arts, and gives promise of marked success as a landscape-painter. He is an earnest student of nature, and has a keen insight into its beauties. He is now studying in Paris.

J. M. Tracy was for a number of years a pupil in the schools of Paris. In 1878 he established himself in St. Louis as a portrait-painter. He, however, painted landscapes and pictures of the *genre* type as well. Several small cattle pieces by him attracted special attention, the result being that he presently devoted himself to animal painting as a specialty. In this field he has been increasingly successful, his pictures of dogs and hunting scenes commanding good prices. His work exhibits marked improvement since his adoption of this special field. He removed to New York in 1881.

W. H. Howe, while clerk in a dry-goods house, began to occupy his leisure hours in painting, with no other teacher than pictures and occasionally observing artists at their work. In 1880 he went to Dusseldorf, where he remained about one year. He is now in Paris, where he is a pupil of Otto Van Thoren.¹

CHAPTER XXXVIII.

MUSIC AND MUSICIANS.

IN 1837 there came to St. Louis Professor Wilhelm Robyn, a young German musician, who had been educated at Emmerich, in lower Holland, his instructor having been Bolde, a most capable musician, and the contemporary and acquaintance of Mozart, Beethoven, Haydn, and Hummel. Robyn had expected much of St. Louis, having heard it to be a place of thirteen thousand people, with many Germans, and was greatly disappointed to find that there was but little taste for music. There was only one music-teacher here, a man named Cramer, who taught the piano, and of whom little is now known, except that he was doing a poor business, and soon

¹ We wish to acknowledge our indebtedness for many important suggestions to Mrs. A. B. Thompson, and also to Mr. J. S. Garland, two of the most intelligent friends of art in the city.

after left the place. Pianos were very scarce in St. Louis in those days, and only a few of the rich old Creole families had them.

Professor Robyn is full of sprightly recollections of those days, and from him we have obtained a sketch of the development of music in St. Louis.

Up to 1839 the musical recreations of the people had been restricted to a concert, usually given by some stray singing-school teacher or little band of strolling musicians, with some local favorite, perhaps, as the star. The only music in the churches worthy of mention was at the Cathedral, which had for organist an Italian named Marilano, brought to this country by Bishop Rosatti, who returned to his native land. There was a very good choir at the Cathedral, and among the prominent members were Mrs. Henry Chouteau and her daughter, Mrs. Mary Vallé; Mrs. Bogy, a sister of Gen. Pratte; Judge Wilson Primm and his sister, and Britton A. Hill, the well-known lawyer, who is still living. Judge Primm was a fair violin-player, and Robyn relates that they formed an acquaintance and played together, the one his violin and the other the piano, and although Primm knew no German and Robyn no English, they conversed readily by means of music, the "universal language."

In December of 1837 Ludlow & Smith's theatre company arrived at St. Louis from New Orleans, and musicians were wanted for the orchestra. Mr. Robyn, rather than starve, as he says, engaged to play the double bass at twelve dollars a week. A complete orchestra was organized, with Herr Mueller as leader. Mueller was an accomplished musician, having been leader of a band for many years in London. There was a young Englishman named Trust, who was a fine solo trombonist and harper, and a German, Louis Schnell, who was a skillful performer on the horn. Among the others were John Brown and Henry Berg and his brother, well-known musicians, who played at balls, etc. Mr. Robyn says that the performance of this orchestra was never excelled by any similar organization subsequently.

In 1838, the theatre company having left, a small orchestra was organized under the leadership of Mr. Wells, a dancing-master and a good violinist. René Paul was president of the society. A few concerts were given, and resulted in the expression of a general desire for a concert hall. Subsequently the concert hall still existing on Market Street, between Second and Third Streets, was erected. During the same year Prof. Robyn was appointed teacher of music in the University of St. Louis, and soon organized the Philharmonic Society, which is still a flourishing

appendage of that institution. He had thirty-five pupils, and his monthly recitals were attended by the *élite* of St. Louis. He was the organist in the chapel, and when the church was built he produced all the great masses of Haydn, Mozart, etc., and created quite a sensation in musical circles.

The same year (1839) Charles Balmer, still a resident and a well-known music publisher here, came to St. Louis. That year Robyn organized and led a brass band, no slight undertaking, as he was obliged to write and arrange all the music himself. Balmer was pianist at a concert given by the band for the benefit of the new hall, and among the artists who assisted were Carrière, a graduate of the Paris Conservatory, who was teaching the flute at the university; Farrell, an Irishman, who played the violin; and Martinez, a Spaniard, who played the guitar. Miss Theresa Weber was the soprano on these occasions. These concerts were a financial failure, but similar entertainments were given for some years afterward.

Miss Weber and her brother Henry were members of the immortal Weber family of musicians in Germany; she subsequently married Mr. Balmer, and Henry became his partner in the music trade. In 1840, Henry established a "Singakademie."

In 1842, Nicholas Lebrun came to St. Louis, and was appointed leader of the band of the German military corps which was organized in the following July. He was a Frenchman, and arrived in St. Louis when only twenty-three years old. For several years he traveled with leading circuses, and his compositions attracted much attention. From 1848 he resided in St. Louis, and became the band-leader of most of the popular military organizations. He is now in the music trade in St. Louis.

In 1845 occurred a marked event, the founding of the *Polyhymnia* by Dr. Johann Georg Wesselhoeft, one of the most remarkable Germans who had yet come to America. In 1834 he was one of the founders of the *Alten und Neuen Welt*, of Philadelphia, certainly the best German paper up to that time published in America, and while a resident of that city actively assisted in organizing the German settlement at Hermann, Mo. After a varied career in the East, he came to St. Louis in 1844-45, and bestirred himself actively among the Germans of the place. The "*Polyhymnia*" was organized for the practice of vocal and instrumental music, but chiefly the latter was undertaken, for singers were scarce, and it was next to impossible to collect a chorus. Among the vocalists still remembered is a German lady named Hoeffel, who occasionally appeared as a soloist; Christian Kribben,

a German lawyer, who subsequently was a prominent politician, and Mr. Romeyn, also a lawyer. For lack of a chorus, the vocal performances of the society were mostly limited to solos, duets, and quartettes; but under the leadership of Professor Robyn it brought out many overtures, symphonies, and other orchestral works, and its concerts were well attended. It lasted some ten years and then broke down. Among those living who still recall their membership in the "Old Polyhymnia" with pleasure are Drs. Engelmann and Wislizenus, Dr. S. Gratz Moses, and Mr. Karst, the French consul. The "Polyhymnia" gave choice programmes, and afforded the people of St. Louis the first classical music they had ever heard to any considerable extent. One of its customs was to extend courtesies and assistance to visiting artists. It often rendered them invaluable orchestral assistance, and frequently "went shares" with them in the proceeds of the entertainment. Among those who visited St. Louis during this period were Ole Bull and Max Bohrer, the violinists, Thalberg, Leopold de Meyer, Madame Anna Bishop, and Jenny Lind. For several years Heinrich Kayser, a German politician, prominent in city affairs, was president of the "Polyhymnia." Among the other members W. A. Bode, Charles Balmer, and E. Nennstiel.

In 1845, Henry Robyn (brother to Wilhelm) came to St. Louis. Although never prominent like his brother as a leader, he took high rank among the musicians of the city, and was for many years organist at the Cathedral, and St. Patrick's Church. For a long time he was musical instructor at the Institution for the Blind, and invented and published a method (still in use) by which music for the blind could be printed. This gifted man was lost in the sinking of the "Pomerania," some four or five years ago.

During the early years of the Polyhymnia, Mr. Balmer established an "Oratorio Society," composed of singers from all the choirs, and gave several performances. At one of them he brought out the whole of the "Creation," and although his chorus was not large, and his orchestral aids were meagre, he produced an effect which has never since been equaled in St. Louis, even with the most elaborate accompaniments. Between the years 1840 and 1850 the musical societies were represented by "The Cecilian" and "The Oratorio." R. Fuchs was the director of the former, and C. Balmer of the latter. Later the French musicians of noteworthy ability were connected with local musical interests; these were Miguier, Fallon, and Carrière.

The next important musical venture was the estab-

lishment of the "Philharmonic Society" in 1859. The chorus numbered about one hundred from the various choirs, and there were fifty or sixty pieces in the orchestra. It brought out some very important works,—"Creation," "Seasons," "St. Paul," "Elijah," Schumann's "Die Rose," etc. It was first under the leadership of Sobolewski, an eccentric but profound musician. The "Amphions," a glee-club of society young men, and the "Orpheus," a male quartette, often assisted at the Philharmonic concerts.

Sobolewski deserves an additional word. He was the author of several works, including a classic opera, which Liszt highly praised. It was named "Courola," after his daughter, who is still a resident of St. Louis, and is a well-known teacher of vocal music. Most of his family of ten children still live here.

To Mr. Sobolewski is due the credit of first gathering into close and really harmonious relationship whatever was of real worth in our musical circles. His selections of musical compositions were guided by sound judgment and refined taste, while the performances themselves became genuine artistic unities through the inspiration of rare directive power.

Sobolewski was a man of rare genius as well as of the most refined artistic taste, and with him in the lead there was the greatest promise for the society, a promise which, however, was not to be realized. Sobolewski, notwithstanding his enthusiasm for the interest of the highest art elements in music, and his unremitting and intelligent labors, still failed of the hearty appreciation to which his excellences would seem to have entitled him.

Dissatisfaction led to Sobolewski's resignation, and to the transfer to other hands of the management. After a period of decline, another conductor was sought in Germany, and Egmont Froehlich's services having been secured, the society, under his management, showed signs of revival. The musical elements of the city, however, proved to be not yet ready for fusion, and the society was dissolved about 1870.

After the dissolution of the Philharmonic Society, the Germans and the Americans became mutually exclusive in matters of music. Among the Germans there was found the Arion Society, of which Sobolewski was for a time the director. The Arion constituted a male chorus of large membership, with Von Deutseh as conductor. During the period of its real activity many fine choruses, as well as compositions for mixed voices, were admirably rendered. After a time many members withdrew from the Arion and organized the Liederkrantz Society, with Egmont Froehlich as director; subsequently the Arion became merged in the Liederkrantz. The Liederkrantz, after

several years of more strictly musical effort, has become an association in whose social enjoyment music is a pronounced feature rather than the chief end. The society possesses a large and commodious hall, situated at Thirteenth Street and Chouteau Avenue. There have been also a number of other male chorus organizations, notably the Saengerbund and the Orpheus, but these have specially embodied the individual character of the German element. The Musical Union, organized by Dabney Carr, has for two years represented American musical effort. In addition to this there have been given this season Memorial Hall Concerts, which have afforded special opportunities for listening to talent not local. Simultaneously with these larger organizations a number of trios and quartettes were formed by some of the best musicians. These in their weekly reunions have rendered acceptably much "chamber music," selected with taste and judgment from the great masters. Of such organizations the Philharmonic and the Mendelssohn Quintette Clubs are specially worthy of mention.

The Philharmonic has given a series of concerts, whose programmes for the most part consisted of very choice classical music, and these were rendered in a highly acceptable manner. The members of the Philharmonic are Messrs. Spiering, Anton, Boehmen, Meyer, and Hammerstein.

The Mendelssohn is still young as a society, having given but two public performances. On the other hand, the ability and enthusiasm of its members gives the organization a well-defined standing. Messrs. Heerich, Schopp, Schoen, C. Froehlich, and Alfred Robyn constitute the membership.

As a matter of course, the usual song concerts have occurred, and have found special patronage among the Americans. In these concerts in St. Louis, as elsewhere, the musical element has too frequently been subordinated to the idea of securing the largest possible amount of applause.

Regarding this as a period of mere transition, we may assert that it is passing away. While the lighter operas are still popular, and the night of the great singers rather than the night of great musical compositions is still provocative of the most strenuous struggle for seats, yet such musical dramas as "Lohengrin" are with each repetition more generally and heartily appreciated. There is, therefore, unmistakable evidence that a taste for genuine music in its truly artistic significance is rapidly growing.

The reaction of this developing taste of the public upon local musicians could not long be delayed, and, indeed, is already manifest. The impossibility of bringing musicians together into permanent and effi-

cient organizations is giving way before a truer professional spirit, and there is every reason to look with confidence to the early organization of societies capable of rendering in a worthy manner great works requiring large choruses. On the other hand, church music both vocal and instrumental is rapidly improving.

It is to be noted that among our local musicians a number have found time and vindicated their ability to compose original works of much merit. Sobolewski undoubtedly stands at the head of local composers, although his greatest works belong to his pre-American period. Wm. H. Pommer, a young man of marked ability, both as a pianist and as a composer, is the author of many songs and of several comic operas. Goldbeck's vocal music, especially his quartettes, is widely known and highly appreciated. J. M. North, C. Balmer, A. G. Robyn, and E. R. Kroeger have also been noticeable as composers of songs. Waldemar Malmène is a composer of oratorios and ballads, and E. M. Bowman of pleasing church quartettes. H. Strachauer is a composer of classical music; he was a pupil of Bode's, and his fine abilities caused his removal to Boston to be regretted. Wayman McCreery has also composed some songs and a light opera. The Kunkel brothers have had some local reputation from their compositions.

Among interpreters (of instrumental music) specially worthy of mention are W. A. Bode, Mrs. Dr. Strotholte (a specialist in Beethoven's sonatas), Lawitzky, Miss von Hoya, Spiering, Waldauer, Schoen, Meyer, Anton, and Heerich (violinists); Bowman, A. G. Robyn, Hammerstein, Miss Lina Anton, Miss Nellie Strong, E. Froehlich, and A. Grauer (pianists).

Among those who have been prominent as directors are, in addition to those previously named, Waldauer, C. Froehlich, Poppen, Hans Balatka, and Otten.

A very strong influence has been exerted by several non-professional musical organizations. The Quartette Club, which meets at the residence of Mrs. Charles Nagel, has attained rare excellence, and is to be counted as a decided factor in the development of local musical taste.

Another private organization has included many of our best students of vocal and instrumental music, and while seeking nothing but the improvement of the ladies who compose it, has had a marked effect upon the intelligence of the audiences which assemble to listen to the efforts of professional musicians.

The Meysenberg Quartette Club has for years met regularly and worked industriously, and has had a manifest influence in elevating the musical taste of the community.

The work done first by Henry Robyn and later by Egmont Frochlich in the High School is also worthy of mention, inasmuch as many singers have found their first strong impulse while pupils; the number of pupils and the fact that the school furnishes a mixed chorus have much bearing upon the character of the work, and consequently upon the nature of its influence in our musical history.

In addition to individuals already mentioned, there are teachers of music whose services entitle them to special notice. Such are Henry Robyn, Mrs. Brainerd, H. M. Butler, Charles Green, M. Epstein, A. Epstein, Mrs. Ralston, Carl Richter, Madame Petipas, Madame Caramano.

The Polyhymnia Society was organized in the summer of 1845, and for several years was, as we have already stated, well and favorably known in art and musical circles. Many gentlemen, musicians, artists, and others favorable to the encouragement of the arts, were engaged in its organization. Among the most active of these were Alexander Kayser, Dr. Pollak, William and Henry Robyn, and Messrs. Beneke, Obert, Ringling, Burke, Schnell, and Kribben. The obstacles of comparatively empty coffers, of occasional dissensions among the members, and of inexperience were surmounted by the strenuous exertions on the part of those who had the objects of the association most at heart. In the early part of the society's existence, some serious misunderstanding among a portion of its members on one or two occasions nearly brought it to a sudden close. The first president of the Polyhymnia was Mr. Wesselhoft, who retained the office during a period of two and a half years. The society gave its first concert at Concert Hall on the 27th of November, 1845. Its success induced renewed energy, and a year after that time the society numbered nearly two hundred members. The orchestra consisted of twenty or twenty-five performers. As heretofore stated, the society went out of existence in 1870.

The Socialer Saengerchor.—After the failure of the revolution in Germany, in 1848 a large number of those who had taken part in it fled to the United States and many settled in St. Louis. These emigrants at once proceeded to organize societies for intellectual and bodily culture and social recreation. The very earliest of these associations was doubtless the St. Louis Saengerbund, organized in 1849, which after an honorable career of some twenty-five years was merged in the Orpheus Saengerbund and ceased to exist. The next was established Sept. 13, 1850, as the "Saengerchor des Arbeiterbildungsverein," or the song section of a union for the improvement of workingmen. The next January it took the name of

"Socialer Saengerchor," by which it is yet known, and is recognized as the oldest singing society in St. Louis. It also enjoys the honor of being about the only surviving Saengerbund of the hundreds which were established during that period throughout the country, and is certainly the only one that remains of those in the West.

The first meeting of the infant society was held in Kossuth Hall, on South Second Street, and Herr Holzmann was the first president. The first concert was given Nov. 30, 1850. In the winter of 1851 a library was established; on the Fourth of July, 1852, the society took part in the usual celebration, and in October, 1852, a debating club was formed. In January, 1855, the society gave a masked ball, the first ever given by a German society in St. Louis, which was the event of the season in German circles.

The society prospered, and was a representative German institution until the war, when, in common with its sister societies, it lost largely through the enlistment of many of its members in both armies, but chiefly under the Union flag. Since the war its career has been without special incident. It has been subjected to the friendly rivalry of younger organizations, but has maintained its place as one of the leading German singing organizations of the city. In April, 1868, it was incorporated, the incorporators being Clemens A. Schnake, Conrad Kellerman, Henry Thon, Philip A. Nolting, Wilhelm Polting, Jacob Eckhardt, Wilhelm Dentz, Henry Meyer, Charles Roock, and Anton Helle. Since 1875 it has been under the efficient leadership of Professor A. Willhartitz. It has taken the following prizes:

First prize at the Westliche Saengerbund of North America in June, 1854.

A silk banner at the fest at Highland, Ill., May, 1855.

First prize at the St. Louis Agricultural and Mechanical Association, 1856.

First prize at the Saengerfest at Highland, Ill., May, 1880.

The membership numbers about five hundred and fifty, of whom eighty are active. The library, started in 1851, has been well cared for, and numbers nearly four thousand books. The society owns a piano, etc., and has a reserve fund of several thousand dollars. The present officers are as follows: President, August Blittersdorf; Vice-President, Charles J. Bremer; Secretary, William Oyentrop; Corresponding Secretary, William Vogel; Financial Secretary, John Tighman; Treasurer, Henry Trieselmann; Musical Director, Max Ballmann.

Germania Saengerbund.—This excellent German

singing society was organized March 19, 1859, by the two brothers, William and Adolph Reisse, under the name of "Berg Saengerbund," or "Mountain Saengerbund." The society was formed at Yaeger's Garden, now Anthony & Kuhn's, in South St. Louis. The first president was William Reisse; the first leader, F. Glaser, who was succeeded by F. Bochmann, Egmont Froehlich, Charles Gottschalk, Herr Sabatzky, and Theodore Abbath. The society has been prominent at several fests, and always won a prize. It has brought out the following operas: "Die Weinprobe;" "Die Gerichtssitzung;" "Die Vier Glatzkoepfe;" "Der Vetter aus Amerika;" "Incognito; oder, Der Fuerst wider Willen."

The society numbers thirty-two active members, one hundred and forty-five passive members, and five honorary members, embracing many of the best German citizens of South St. Louis.

For ten years past the society's hall has been in the building of the Lafayette Bank, corner Carondelet Avenue and Second Street. On the 19th of March, 1882, it celebrated its twenty-fifth anniversary in the same garden where it was organized.

The Saengerbund has property representing a capital of two thousand five hundred dollars. It has also a select library for the benefit of its members. The present officers are: President, Frederick Schroeder; Vice-President, A. Loux; Recording Secretary, Wilhelm Meyer; Financial Secretary, F. Vischwitz; Manager, F. Themeyer; Leader, Theodore Abbath.

St. Louis Philharmonic Society.—In pursuance of a notice previously given, a meeting was held in the rooms of the Missouri State Mutual Insurance Company, June 21, 1860, at which the constitution of the "St. Louis Philharmonic Society" was read and adopted, and the following officers and board of directors were chosen: James E. Yeatman, president; Charles Balmer, vice-president; John J. Anderson, treasurer; George W. Parker, recording secretary; Thomas Marston, Jr., corresponding secretary; Board of Directors, L. A. Benoist, William Robyn, William H. Benton, E. C. Catherwood, Henry T. Blow, Dabney Carr, James B. Eads, B. A. Bode. The object of the society was to encourage the study and elevate the taste of music among the citizens. The civil war came on soon after the organization of the society, and put an end to its existence.

Musiker Unterstuetzungs Verein.—This society was organized in 1863, and was incorporated in 1864. The first officers were: President, J. H. Keller; Secretary, Louis Schnell; Treasurer, Charles Gebhardt. It was originally designed as a protective union, to enable the musicians of the city to obtain

better prices for furnishing music at concerts, balls, etc., but eventually was changed into a beneficiary society. It pays six dollars per week sick benefits and thirty-five dollars for funeral expenses. There are about sixty members, and the officers are: President, Nicholas Lebrun; Vice-President, Michael Ensinger; Secretary, George Zaenglein; Treasurer, Charles Gebhardt. Herr Gebhardt has been treasurer continuously since the organization.

Orpheus.—The Orpheus Singing Society was organized July 16, 1867. The first president was William Homann. In 1875 it was enlarged by the accession of the Saengerbund. It has been one of the most efficient of the numerous German singing societies of St. Louis, and in the various musical contests has taken its fair share of prizes. It has sixty active members and one hundred and ninety passive members. The present officers are as follows: President, Nicholas Christman; Vice-President, John Schorr; Recording Secretary, Louis Stockstrom; Corresponding Secretary, William H. Lahrmann; Financial Secretary, George R. Kramer; Treasurer, Charles Schweikardt.

The Liederkrantz.—In 1870 a disagreement among the members of the Arion des Westens, a German singing society of some note, resulted in the secession of sixteen members, among whom were Eugene Haas, Ferdinand Diehm, and Rudolph Schulenburg, who immediately issued a call for a new singing society, and on the 27th of November, 1870, thirty-six united in forming the Liederkrantz. The first directors of the new society were Eugene Haas, Edmund Wuerpel, Theodore Kalb, Dr. Nagel, A. Link, Ferdinand Diehm, and A. Laeffler, and the first officers were: President, Eugene Haas; Secretary, A. Link; Treasurer, Ferdinand Diehm; Musical Director, Egmont Froehlich. The latter was also director of the Arion des Westens, but during the year he resigned, and has continued uninterruptedly as the director of the Liederkrantz.

For some years the society met in the building of the People's Savings Institution, Park and Carondelet Avenues; then it went to Freemasons' Hall. From 1877 to 1880 it met at the Annunciation school-house, at Chouteau Avenue and Sixth Street, and Dec. 22, 1880, it occupied its present elegant quarters.

From its inception the Liederkrantz was conspicuously prosperous, and rapidly drew to itself the finest musical talent among the Germans. It has always enjoyed a high degree of popular favor. In 1879 the Arion des Westens, which had two hundred and fifty members, joined the Liederkrantz, and added one hundred voices to it. This accession emphasized the need of more commodious quarters, the want of which had

long been felt, and at last it was decided that the society might safely undertake the erection of a hall of its own. In August, 1879, therefore, the Liederkrantz Building Association was organized. The capital was placed at fifty thousand dollars, and the Liederkrantz Society took three thousand five hundred dollars of stock, and every member of the society became also a member of the building association, which was managed by the following officers: President, F. W. Sennewald; Vice-President, Charles Wezler; Secretary, A. Link; Treasurer, Ferdinand Diehm; Directors, Louis Gottschalk, Lorenz Lampel, W. J. Lemp, Eugene Haas, Status Kehrmann, Ferdinand Herold, Joseph Emanuel, Emil Donk, and Egmont Froehlich.

The building association bought an eligibly situated lot at Chouteau Avenue and Thirteenth Street, and on the 31st of July, 1880, laid the corner-stone of the new hall. On the 22d of December, 1880, the building was dedicated with appropriate ceremonies. The hall was erected by Messrs. Wilhelm & Janssen, after plans procured from abroad. It has a frontage of ninety-four feet on Chouteau Avenue and one hundred and forty feet on Thirteenth Street, and is two stories high. The style of architecture is the *renaissance*. A handsome entrance at the intersection of these streets conducts to the interior. The completeness of the appointments and the entire absence of any glaring or "loud" details are the conspicuous features which first strike the eye. The special characteristics of the structure are solidity and safety, combined with beauty and a complete adaptability to the objects for which the building was erected. The grand hall is sixty-five by eighty-one feet, and there is a refreshment-room one hundred and five by twenty-four feet, besides a number of toilet-rooms and apartments for billiards and other games. The stage is thirty by twenty-five feet, and is shaped like a shell in order to secure the best musical effect. The acoustic properties of the hall are very fine. The lot cost eight thousand dollars, the building thirty-six thousand dollars, and the furniture six thousand dollars. The building, in spite of its simplicity and modesty of style, is one of the most imposing and beautiful in the city, besides serving as a cheerful home for the society and its friends.

The Liederkrantz has six hundred members, of whom one hundred and thirty are active. It is the largest singing society in the city, and its success is due chiefly to the high standard which it has applied to its own performances, and to its aim to introduce and familiarize the best work of the most eminent composers. Under the direction of Herr Froehlich, it

has gained recognition as one of the best and most proficient singing societies in the West. Among the great works which it has brought out with distinguished success are Verdi's "Requiem," Schumann's "Pilgrimage of the Rose," Mendelssohn's "Walpurgis Night," Gade's "Erl King's Daughter," Vierling's "Rape of the Sabines," Becker's "Die Zigeunerin," Gade's "Zion," Bruch's "Odysseus," Hoffman's "Die Schoene Melusine," Haydn's "Seasons," Moehring's "Auff Offner See," Erdmannsdoerfer's "Princessin Ilse," etc.

The officers for 1882 were: President, F. W. Sennewald; Vice-President, O. J. Wilhelmie; Secretary, M. Klaus; Treasurer, Fred. Aberold; Corresponding Secretary, F. W. Meyer; Cashier, E. P. Olshausen; Musical Director, Egmont Froehlich.

Schweitzer Maennerchor.—This was originally the Gruelti Singing Society, a song section of the Gruelti Verein, the Swiss Benevolent Society; but in February, 1874, it was chartered as the "Schweitzer Maennerchor," with the following incorporators: Ulrich Schwendener, Francis Romer, John Jacklin, Henry Hotz, August Wildberger, J. J. Kiburz, Samuel Putscher, F. X. Siedler, Adolph Walsler, John Boerdin, and others. It has about forty members. The present officers are: President, Albert Bugg; Vice-President, Rudolf Bollinger; Treasurer, J. J. Martin; Musical Director, J. B. Trumbi.

West St. Louis Liederkrantz.—In 1871, Anton Huber, Frank Wieser, August Gruenewald, Louis Schaefer, A. Meyer, Henry Pohlmann, and Louis Wiesler organized the West St. Louis Liederkrantz, with headquarters near Spring and Easton Avenues. Henry Pohlmann was the first president, A. Meyer the first secretary, and John Oberreiter the first treasurer. Herr Haar was musical director. The society prospered, and gained an enviable reputation for good music, and in 1880 took the second prize at Highland, Ill., competing with fifteen clubs from St. Louis and Southern Illinois. It has a membership of two hundred and twenty, of whom twenty are active. Quite a number of ladies belong to the society, and are its most energetic members. Frederick Partenheimer has been director for five years. The present officers are: President, Otto Keil; Secretary, Carl Golschen; Treasurer, William Schroeder; Musical Director, Frederick Partenheimer; Trustees, Louis Schaefer, August Gruenewald, George Kramer, Theo. Hoell, William Koehler.

There are many other German song unions of somewhat lesser note. Many of them are simply song sections of German clubs, turnvereins, etc. Among them may be mentioned the Rock Springs Saenger-

bund, Camp Spring Leidertafel, Apollo Gesangverein, Teutonia Gesangverein, Rheinischer Frohsinn, Maennerehor der Hermann Soehne, etc.

The **St. Louis Choral Society** was organized Sept. 1, 1880, by Professor Joseph Otten. The first officers were: President, L. L. Tebbetts; Vice-President, R. Chauvenet; Secretary, Thaddeus Smith; Librarian, A. A. Schnuck; Conductor, Professor Joseph Otten. During the first year four subscription concerts were given, and the works rendered were "The Messiah," "The Fair Melusine," by Hoffman; "Dettingen Te Deum," by Handel; and fragments of "Tannhäuser," Beethoven's Mass in C, etc. The society has a chorus of one hundred and thirty voices, and is regarded as a promising young organization. The present officers are: President, Nathaniel P. Hazard; Vice-President, S. S. Leach; Secretary, Richard Fenby; Conductor, Professor Joseph Otten.

Musical Union.—In November, 1881, Professor A. A. Waldauer and Dabney Carr organized the St. Louis Musical Union, an orchestra of nearly sixty pieces, which for two seasons past has given concerts of a very high order of merit, having performed with great acceptability the most difficult works of most of the great composers.

Henry Shaw Musical Society.—In the fall of 1882 was organized a society with this name, under the lead of Professor R. S. Poppen. Its first season's performances were highly creditable.

CHAPTER XXXIX.

RELIGIOUS DENOMINATIONS.¹

The Catholic Church.—The Catholic missionaries were the first to preach the gospel in the territory now known as the State of Missouri, and, indeed, in

¹ For material assistance in preparing the sketches of the churches of St. Louis the author is greatly indebted to Rt. Rev. C. F. Robertson, D.D., Bishop of the Protestant Episcopal Diocese of Missouri; Rt. Rev. P. J. Ryan, D.D., Coadjutor Bishop of the Catholic archdiocese; Rev. Walter H. Hill, S.J., of St. Louis University; Lewis E. Kline, of the Baptist Depository; Rev. J. W. Allen, D.D., of the Presbyterian Depository; Rev. Timothy Hill, D.D., of Kansas City, author of a "History of Presbyterianism in Missouri;" Rev. Benjamin St. James Fry, D.D., editor of the *Central Christian Advocate*, and his assistant, W. E. Barns; Rev. John E. Godbey, D.D., editor of the *Southwestern Methodist*; as well as to a "History of Methodism in Missouri," by Rev. Dr. D. R. McAnally; "Pictorial St. Louis," by Camille N. Dry, published by Compton & Co., 1876; and the *St. Louis Spectator*, in addition to the pastors of the various churches.

that now actually comprised in the United States. Long before the "Mayflower" entered Massachusetts Bay the Franciscan missionaries had commenced their sacred labors on the coast of Maine. Side by side the cross and the *fleur-de-lis* moved into the wilderness, marching not to the sound of the drum, but to the solemn tones of the Gregorian chant. The Jesuits, succeeding the Franciscans, carried on the holy work, unchecked by snows or forests or torrents, until within a few years the vast basin of the St. Lawrence, from Quebec to Lake Superior, was dotted with rude chapels, in which the sacred wafer, "all that the church offered to the princes and nobles of Europe, was shared with the humblest savage neophytes."² And five years before Eliot, the Indian apostle of New England, had commenced his labors among the red men in the vicinity of Boston, the cross of the Catholic Church overlooked the valley of the Mississippi. The Indian proselyte loved the Catholic missionary. The man of learning, the scholar, and the gentleman became as a brother to the children of the wilderness. He lived in their wigwams, smoked their pipes, and ate of their venison. He shared their hardships and sympathized with their joys. In a word, acting upon the apostolic rule, "with the weak he became as weak, in order that he might gain the weak."

But it is not alone because the missionary adopted the Indian habits and became as one of the tribe he was proselyting that he was blessed with success. This but furnished him with his moral lever. Instead of demolishing the natural religion of the Indians, he directed its energy and inspired it with an object. In his eyes it was the rough block which he was to chisel into life and beauty. Nature furnished him with materials; it was his business to produce the image. And with true knowledge of the world and the human heart, he saw that the savages, possessing uncultivated intellects, could only be thoroughly impressed through the medium of their senses. Accustomed as they had been to the greatness of the material world, they could not at once become spiritual in their aspirations. He therefore charmed them with the fascinating powers of music, and took extraordinary pains in the embellishment of the church and the altar. Fragrant woods of the forest furnished materials, which his own ingenuity carved into seraphs and saints. Fields which had never been broken by the plow surrendered to his pious exertions wild flowers and evergreens. Sweet-smelling gums exuded from trees, "which spread an odor equally agreeable with that of

² Bancroft.

incense." Simple art and more simple nature combined to decorate the log-built temple; and the rays of the morning sun, pouring through the window of the little chancel, both gilded and sanctified the holy work. "The Indians," says an eminent Protestant writer, "felt that the place was sacred; that the Great Spirit, though everywhere present in his creations, was peculiarly present here, invisible and holy; and that the cross, which was the soul of baptism and the sign of devotion, which was symbolized in every moment of danger or deliverance, on lying down and on rising up, which sparkled in every constellation of the heavens, was indeed a holy emblem, significant of the Great Sacrifice made far away in that Eastern land, from which they derived light both for body and soul. In this way the Jesuits succeeded in teaching European virtues, and not teaching European vices."¹

The same writer adds,—

"Let all honor, then, be paid to the memory of the Jesuit missionaries in America. They have set a noble example to their fellow-laborers in God's vineyard. They have illustrated by their lives the force of that thrilling command, 'Go ye into all the world, and preach the gospel to every creature;' and the promise which accompanied the command was faithfully kept in every instance. Though 'most of them were martyrs to their faith,' God was with them in all their sufferings and trials, and their deaths were scenes of peaceful triumph. But the monuments of their labors are fast passing away. Where are the Hurons, the Mohawks, and the Abenakis? Where are the mighty war-chiefs of the Five Nations? The sun shines upon their graves; their tomahawks are forever buried; the fire of their calumets forever extinguished. The wild forests of America no longer resound with hymns to the Virgin, chanted in languages unknown to civilization. The little bell of the chapel no more rings matins and even-song by the shore of the inland lake. They have all fled, and with them has fled away the glory of the Jesuit missions. But wherever history is read, the names of Brebœuf and Jogues, Raymbault, Rasles, Marquette, Joliet, and Lallemand shall be mentioned with honor, and wherever the Catholic faith is promulgated these heroes shall have what they never sought, an earthly immortality."²

As early as 1512 the Spanish missionaries preached the gospel to the Indians of Florida, but Father Marquette had the honor of first planting the cross in the Illinois country, after he had, in 1673, discovered and explored the Mississippi River. For two months he

sailed down the river in his bark canoe, and the narrative of his extraordinary voyage, revealing to the world the fact that the St. Lawrence could communicate with the Gulf of Mexico by an almost uninterrupted chain of lakes, rivers, and streams, gave France the first idea of colonizing Louisiana. The



MARQUETTE ON THE MISSISSIPPI RIVER.

Mississippi valley soon beheld missions rise among the Illinois, Miami, Yazoo, Arkansas, Natchez, and other tribes. Jesuits, Recollects, and priests of the foreign missions here shared the rude toil of converting the Indians, and the French missions of North America mingled and blended with those of the Spaniards of the South.

Marquette was succeeded in the Illinois country by Father Claude Allouez, who labored under the direction of the Bishop of Quebec. He died about August, 1690. He was followed in 1680 by Father Gabriel de la Ribourde, the first Superior of the Recollects, who was slain by Kickapoo Indians, Sept. 19, 1680. Father Ribourde labored with Father Zenobius Membré, who arrived in June, 1675, and preached in the Illinois country in 1680. He was also murdered by the Indians in 1686 or 1687. The Jesuits now began their missions in the country, and Father James Gravier, S.J., who was killed about 1706, commenced his labors. He was in Illinois in 1687, and was followed by Father Sebastian Rale, who set out from Quebec in 1691, but who it is believed did not reach the country until the spring of the following year. After

¹ Peter Oliver: Historical View of the Puritan Commonwealth.

² Ibid. Also see on the same subject Hazard, vol. ii. pp. 313, 314, 393; Bancroft; Kip's Jesuit Missions; Hutchinson's History of Massachusetts, vol. i. p. 158, n.; Colden's Five Nations, vol. i. p. 60; Moore's Life of Eliot, p. 76; British Review, October, 1844; Wilberforce's American Church; *Mercure de France*, 1806; De Maistre's Essay on the Generative Principles of Human Government, translated in 1847 by a gentleman of Boston; and Shea's Catholic Missions.

remaining two years he was transferred to the Abenakis, his original charge, and Father Gravier took his mission. Father Gravier was very successful with his missionary labors, but was soon recalled to Mackinaw.

He was succeeded by Fathers Julian Binnoteau and Francis Pinet, the latter of whom founded the mission of Tamaroa, or Cahokia. In 1700, Father Gravier descended to the mouth of the Mississippi in order to obtain supplies from French vessels for the Kaskaskia mission, and apparently then returned to the mission. Father Lymoges, stationed at first among the Oumas in the lower Mississippi, is supposed to have ascended the river with Father Gravier. Fathers Pinet and Bovic also labored at the mission, but all of them, except Father Pinet, disappeared about 1703, and Pinet died in 1704. Gravier returned to Peoria and labored there, but descended to Mobile, where he died in January, 1706. About 1700 the care of the Illinois mission devolved upon Fathers Marest and James Mermet. In the previous year Francis J. de Montigny, vicar-general of Quebec, and Antoine Davion had proceeded to the Mississippi, and Tamaroa, or Cahokia, the mission of Father Pinet, was placed under their charge. The first of the clergymen sent to Cahokia was the Rev. John Bergier, but his health having failed, Father Marest, who was then stationed at Kaskaskia, joined him. Father Bergier soon afterwards died. In addition to the Kaskaskia and Cahokia missions, there was one on the St. Joseph's River, of which Father John B. Chardon took charge in 1711.

At this time four missions were in active operation,—one on the St. Joseph's, one at Peoria, one at Kaskaskia, and one at Cahokia. At the last of these, Father Dominic Mary Varlet succeeded Father Bergier, about 1712, and remained for nearly six years, laboring zealously among the Illinois. On his return to Europe, about 1718, Father Varlet was made Coadjutor Bishop of Babylon, but having avowed Jansenistic opinions, was deposed and excommunicated by three successive popes. Contemporaneously with Father Varlet, the Rev. Philip Boucher is said to have labored in Illinois, chiefly at Fort St. Louis.

The influence of the missionaries upon the Indians was widespread and highly beneficial. "Before their conversion," writes Shea, "cruel and licentious to the most frightful degree, the Illinois had, under the influence of religion, softened their savage customs and became so pure in morals that the French settlers frequently chose wives from the Indian villages. These intermarriages are, indeed, represented as so frequent that we must consider the present French

families of Indiana and Illinois as to some extent representing the Illinois Indians, whose blood flows so freely in their veins. The labors of the missionary here, as among the Abenakis of Maine, had two fields,—the villages at one season, the hunting- or fishing-ground at others, being thus partly fixed and partly nomadic."

In the mean time Spanish missionaries had been approaching from the southwest. Cabeza de Vaca, of the Narvaez expedition, succeeded in reaching the outposts of the Spaniards of Mexico in Sonora, and his accounts of the Indian tribes excited the religious zeal of Friar Mark, of Nice, who in 1539 determined to undertake a mission to them. His experiment failed, but in 1542 another expedition set out from Mexico, taking a course towards the northeast. After having reached the head-waters of the Arkansas River, the commander, Coronado, decided to turn back, and on reaching the Rio Grande to return to Mexico. Two Franciscan missionaries, Father Padilla and Brother John of the Cross, had accompanied Coronado, and they determined to remain in the country and undertake the conversion of the Indian tribes. While on their way to the town of Quivira they were both slain by the savages, and it was not until forty years later that the Franciscans penetrated into New Mexico, now the diocese of Santa Fé. De Courey, in his sketch of the Catholic Church in the United States, says, "Before the English had formed a single settlement, either in Virginia or New England, all the tribes on the Rio Grande were converted and civilized; their towns, still remarkable for their peculiar structure, were decorated with churches and public edifices, which superficial travelers in our day ascribe to the everlasting Aztecs." Gradually the French and Spanish missionaries drew nearer to each other, until at length their efforts mingled and blended. In 1721, Father Charlevoix visited the missions on the Mississippi River. He found the Miamis and Pottawatomies nearly all Christians. Father Marest appears to have been recalled about this time, and his death occurred some years later. The chief missions were now established on the banks of the Mississippi River,—the Cahokias and Tamaroas under the priests of the foreign missions, the Kaskaskias, Peorias, and Metchigameas, the latter a tribe which Marquette had seen near the Arkansas, under the priests of the Society of Jesus. The mission of Cahokia was located on a small river, about a mile from the Mississippi, at a large Indian town, in which two tribes dwelt. At the time of Charlevoix's visit it was in charge of Fathers Dominic Thaumur de la Source and Le Mercier. The Kaskaskia mission had been divided into

two distinct charges. One, said to have been the more numerous, was "about half a league above old Fort Chartres, within gunshot of the river," and was under the direction of Father Joseph Ignatius le Boulanger. The latter translated into the Illinois dialect the catechism and instructions for hearing mass and approaching the sacraments, and added for the use of the missionaries a literal translation into French of the Illinois versions. In 1721 he was assisted by Father De Kereben. At the French village below the fort Father De Beaubois was parish priest, and the second Kaskaskia mission, located at an Indian village about six miles inland, was under the charge of Father John Charles Guymonneau, who apparently was at that time Superior of the mission.

"Almost all the Illinois," we are told, "were now Christians, and greatly attached to the French. They cultivated the ground in their own way, and had become, under the influence of religion, very industrious, raising poultry and live-stock to sell to the French. The women were adroit, weaving of buffalo hair a fine glossy stuff, which they dyed of various colors and worked into dresses for themselves, manufacturing a fine thread with great ingenuity." About 1722 the Illinois of the Rock and Pimiteony, owing to the harassing attacks of the Foxes, determined to abandon their villages and join the other Illinois tribes on the Mississippi, where they were converted to Christianity. In the mean time the Jesuits had established themselves at New Orleans, and their Superior there, to whom it was transferred from the Superior at Quebec, had the superintendence of the Illinois mission. Priests were thenceforth supplied from New Orleans. In 1725, Fathers De Beaubois and De Ville ascended the river, followed in 1727 by Fathers Dumas, Tartarin, and Droutrelau. The Illinois mission now began to decline, owing to the mismanagement of the French government of Louisiana and the sale of liquor to the Indians at the fort in the Illinois country. In 1750 but two Indian missions remained, one of them embracing six hundred Indians, under Fathers Francis Xavier de Guienne and Louis Vivier, and the other, not so large, under Father Sebastian Louis Meurin, probably at Vincennes. The priests of the Seminary of Foreign Missions no longer ministered to the Indians, but remained at Cahokia as pastors for the French. In 1757 the French government expelled the Jesuits from their colleges, and subsequently the possessions of France were surrendered to England and Spain. The centre of the Illinois mission at New Orleans was suppressed in 1762, and the mission was thenceforth deprived of all external aid. A portion of the Jesuit property in the Illinois country was sold

by the French government, and the means of the missionary priests were thus still further reduced. The Fathers generally remained at their missions as secular priests under the authority of the Bishop of Quebec until their death. Father Peter Potier, said to be the last survivor of the Jesuit missionaries in the West, was at St. Joseph's in 1751, and frequently visited the Illinois missions up to the time of his death, which occurred at Detroit in 1781.

The last of the Jesuit missionaries who resided regularly in the Illinois country was Father Sebastian L. Meurin, who arrived at Post Vincennes in 1749, and died after 1775. Father Meurin held services at the then recently founded town of St. Louis from May, 1766, to Feb. 7, 1769. Father Meurin's body was removed to St. Louis at a comparatively recent date. He was one of the most zealous and devoted of the early missionaries, who, if their labors were not crowned with that success for which they had so ardently striven, had the satisfaction of witnessing a great and beneficial change among the Illinois. "More than in any other part," writes Shea, "the settlers intermarried with the Indians, and there are few of the French families in Illinois and Missouri that cannot boast their descent from the noble tribe which has given its name to the former State." The Osages were frequently visited by the Illinois missionaries, and, as we have seen, Father Gravier was invited to labor among them. In 1720 some of the Missourians went to France, and the chief's daughter embraced Christianity and married Sergeant Dubois. Soon after their return, however, they attacked a French post and massacred all its inhabitants. Father Meurin's successor at Vincennes was Father Vivier, after whom came Father Pierre Gibault, who officiated at St. Louis from June, 1770, to January, 1772, and who was present at the capture of Kaskaskia by Gen. Clark, on the 4th of July, 1778. Father Gibault was "vicar-general of the Bishop of Quebec for Illinois and the adjoining counties," and therefore had the supervision of all the missions in the Illinois country, including the French settlement of St. Louis. He appears to have returned to Canada about 1789. When Laclède and Chouteau arrived at the site of St. Louis, in 1764, Father Meurin was stationed at Cahokia. He crossed the river in a canoe, and having offered mass in the forest, blessed the settlers and their work. Laclède's companions were mostly French or of French descent, and subsequently were augmented by the immigration of Canadians, Spaniards, Italians, and other nationalities. The population, therefore, was made up of people from Catholic countries, and the established religion, both under French and Spanish

rule, was the Catholic. The slaves, both negroes and Indians, and the free Indians living in the town were also brought up in the Catholic Church. For some time after the settlement of Laeledc's party at St. Louis the parish or mission was supplied by priests from Vincennes, Cahokia, and Kaskaskia, through the instrumentality most probably of St. Ange, the French commandant. Father Meurin, priest of "Our Lady of the Kahokias," it is said, while officiating at St. Louis, baptized three whites, twelve negroes, and five Indians. The first baptism by Father Meurin occurred in the early part of May, 1766. The record (in French) is partly obliterated, but in substance it reads as follows:

"In the year one thousand seven hundred and sixty-six, on the — undersigned, missionary priest in the county of the Illinois — St. Louis, in a tent, for want of a church, have baptized, under condition, Mary — day of the month of September, one thousand seven hundred and sixty-five of the law — John Baptist Deschamps and of Mary Pion, her father and mother. The godfather is Mr. René Tiercerot (Kiercereaux), and the godmother Mary — —.

"In faith whereof, I have signed with the godfather.

"J. S. MEURIN, Priest."

The second child baptized by him was Antoine, son of Lisette, a Pawnee slave. This baptism was on the 9th of May, 1766. Owing to the non-residence of the priest in St. Louis, there is no record of his having officiated at interments, which appear to have been attended to by René Kiercereaux, the godfather of Mary Deschamps, a man of note in the community, whose name appears frequently in the French and Spanish civil records. After the first church was built he was for a long time "*chantre*," or singer of the church, and to the subsequent interments recorded by him he signed his name as "*Chantre de cette église*" ("chanter or singer of this church"). From October, 1770, to the 17th of March, 1772, Kiercereaux recorded the burial of nineteen whites, ten negroes, and five Indians. The next priest who visited St. Louis was Father Pierre Gibault, previously of Vincennes, who styled himself "Priest-Curate of the Immaculate Conception of Our Lady of the Kaskaskias, and Vicar-General of my Lord the Bishop of Quebec," who remained from June, 1770, to January, 1772. From February, 1772, until May of the same year Father Meurin also occasionally visited St. Louis, and during that time baptized two whites and three negroes.

Until 1770 the country was supposed to belong to France, and the clergy continued to act under the direction of the French Bishop of Quebec, but upon the arrival in that year of the Spanish Lieutenant-Governor, the ecclesiastical jurisdiction was trans-

ferred to the Spanish Bishop of Havana. The first priest who resided permanently at St. Louis seems to have been Father Valentin, a Capuehin friar, who in his official acts styled himself "priest of the parish of St. Louis and its dependencies." He remained from May, 1772, to June, 1775, and during that period baptized sixty-five whites, twenty-four negroes, and eighteen Indians. He also solemnized four marriages of whites, and officiated at the interment of forty-two whites, eleven negroes, and nineteen Indians. During Father Valentin's incumbency the body of the commandant, St. Ange, was buried, and the record, translated into English, reads,—

"In the year 1774, 27th December, I, the undersigned, have interred in the cemetery of this parish the body of Hon. Louis de St. Ange, captain attached to the battalion of Louisiana, administered of the sacraments of the church.

"FR. VALENTIN."

From June, 1775, to May, 1776, there does not appear to have been any stationary priest, but the parish was occasionally visited. During two days, the 4th and 5th of October, 1775, Father Meurin again officiated, and baptized four whites. On the 19th of March, 1776, Father Hilaire, a priest of the order of Capuehin friars, and apostolic prothonotary, baptized six whites and solemnized one marriage. In the absence of a priest, René Kiercereaux, "singer of the church," recorded from July 7, 1775, to March 2, 1776, the burial of twenty-nine whites, five negroes, and two Indians. The certificate was subsequently attested and approved by Father Bernard de Limpach, who succeeded Father Valentin in the spring of 1776.

Father Bernard had been transferred from Cuba by Father Dagobert de Longwy, vicar-general of Louisiana. His appointment to the church at St. Louis reads as follows:

"Father Dagobert de Longwy, principal Capuehin priest and vicar-general of the mission of Louisiana, in the diocese of Havana de Cuba, to our very dear brother, the Reverend Father Bernard, de dix par, a professed friar of that order, in the province of Liege, and apostolic missionary of this mission, greeting:

"Well and sufficiently knowing your good habits and capacity, desirous also to conform in all things to the commands of his very Christian Majesty, by his letters patent, registered at the registry of the Superior Council of this colony to grant, in proper and due form, appointments as curate to our missionaries who merit it to those parishes and posts which the mission had formerly been deemed as entitled to, and to place them in legal possession, the patronage, emoluments, and all other arrangements being reserved to our position as the head until his Catholic Majesty should otherwise direct, we have therefore given and conferred, and by these presents do give and confer on you the curacy or parish church of St. Louis, of Illinois, post of Pain Court (short-bread), with all its rights and appendages, upon condition of actual personal residence there, and not otherwise, until a change or revocation by

us or our successors; requiring in consequence the services of the deputy of the king's attorney to see you placed in actual possession of said curacy of the parish of St. Louis, of Illinois, in accordance and with the usual solemnities.

"Granted at our parsonage, under the seals of office, the 18th of February, in the year of grace one thousand seven hundred and seventy-six.

"FRIAR DAGOBERT, *Vicar-General.*

"NEW ORLEANS."

"I certify that this present document is an exact copy of the original appointment presented to us by the Reverend Father Bernard de Limpach, to be deposited for safe-keeping in the archives of this government office in St. Louis of the Illinois.

"FRANCO CRUZAT.

"May 19, 1776."

Father Bernard was placed in possession of the parsonage and formally installed on the same day, as the following translation of the Lieutenant-Governor's certificate shows:

"In the town of St. Louis, at nine o'clock of the morning of Sunday, the nineteenth day of the month of May, in the year one thousand seven hundred and seventy-six, before me, Don Francisco Cruzat, captain of infantry and Lieutenant-Governor of these settlements of the Illinois, and the most distinguished parishioners of the parish of said town, all assembled together in church, the Reverend Father Friar Bernardo de Limpach, Capuchin priest, in virtue of the dispatch which he has brought and delivered from the Most Reverend Father Dagobert de Longwy, Capuchin priest, Superior and Grand Vicar-General of the mission of this province of Louisiana, bearing date the eighteenth of February last passed, and the letter of direction which I, the said Lieutenant-Governor, have received from the Senor Don Luis ne Unzaga y Ameraga, brigadier of the royal armies and Governor-General of this province, bearing date the 28th of February of the current year, in which he commands me to recognize the above-named Father Friar Bernard de Limpach as the curate of the said town of St. Louis. After having performed all the ceremonies that are usual and prescribed by his said Superior, the Most Reverend Father Dagobert, he has entered into and taken legal and formal possession of the cure of this parish of St. Louis of the Illinois; and I, the said Lieutenant-Governor, have caused him to be recognized publicly, as he is recognized by all the parishioners of said parish, and in order that the same may more fully appear and that no obstacle may at any time hereafter be interposed to the exercise of his ministry, there shall be deposited in the archives of this government under my charge the copy of this dispatch, together with this act, which the said Father Friar Bernardo de Limpach has signed with me, the said Lieutenant-Governor, and the most distinguished persons of this town, who by my command were assembled for this purpose, the same day, month, and year above mentioned,—P. F. Bernard, Dubreuil, Perrault, Benito Basquez, Hubert, Sarpy, Laclede Ligest, A. Berard, Ene. Barre, Labuscière, Chauvin, Conde, Jh. Conand, Francisco Cruzat."

Father Bernard officiated as priest from May, 1776, to November, 1789, during which time he baptized four hundred and ten whites, one hundred and six negroes, and ninety-two Indians; solemnized marriages of whites, one hundred and fifteen; negroes, one; Indians, two; mixed white and Indian, one; and buried two hundred and twenty-two whites, sixty negroes, and forty-four Indians.

On the 17th of April, 1780, during the administration of Leyba, he blessed "the first stone of the fort on the hill back of the church, and it was named Fort St. Charles, in honor of Charles III., king of Spain." This was the stone martello fort which stood as late as 1820 at the southwest corner of Walnut and Fourth Streets, where the Southern Hotel now stands. The barracks for the Spanish troops was a long low stone building on the north side of Walnut Street and immediately opposite the location of the hotel. After the change of government from Spain to the United States, the old fort was for a long time used as a jail.

On the church register, under date of June 28, 1780, appears the record of the burial of Fernando de Leyba, Lieutenant-Governor. The English version reads,—

"In the year 1780, the 28th of June, I, priest, Capuchin missionary, curate of St. Louis, country of the Illinois, province of Louisiana, bishopric of Cuba, have interred in this church, in front of the balustrade on the right, the body of Don Ferdinand Leyba, captain of infantry in the battalion of Louisiana, actual commandant of this post, administered of all the sacraments of our mother the Holy Church. In faith whereof, I have signed the day and year as above.

"F. BERNARD, *Miss.*"

Father Bernard was much beloved by his congregation, and traditions are still preserved of his piety and zeal. His successor was the missionary priest Ledru, who continued to officiate from November, 1789, to September, 1793, during which period he baptized one hundred and sixty-eight whites, fifty-five negroes, and nineteen Indians; solemnized twenty-nine marriages of whites and two of Indians and whites, and officiated at the interment of seventy whites, thirty-five negroes, and three Indians.

On the 14th of March, 1792, he interred the bone of Pierre Gladu, whom he describes in the certificate of interment as "a Canadian, before then buried in the Little Prairie, killed by the Indians, 'l'année du coup' (in 1780), a good man and of known probity, according to public statement and report."¹

¹In Hon. Wilson Primm's address before the Missouri Historical Society, delivered Sept. 7, 1867, to which the author is indebted for much valuable material concerning the early history of Catholicism in St. Louis, the following paragraph occurs:

"In connection with this interment, it was said by the old inhabitants who lived at the time and knew the facts that shortly before a man named Duquette came from Canada, sought out the grave of Gladu in the Little Prairie, and caused the remains to be disinterred. He then caused them to be buried in the graveyard of the town with all the solemnities and ceremonies of the Catholic Church. There was a large procession from the Prairie to the cemetery, Duquette walking near the coffin, bareheaded, and with a lighted taper in his hand. After

Father Ledru was succeeded by Pierre Joseph Didier, a priest of the religious order of the Benedictines, of the congregation of St. Maur. He officiated from December, 1793, to April, 1799, during which period he baptized two hundred and twenty whites, seventy-nine negroes, and sixteen Indians. He solemnized seventy-three marriages of whites and one marriage of white and Indian, and buried eighty-five whites, sixty-one negroes, and nine Indians.

From October, 1793, to March, 1794, the interments were made by Jacques Clamorgan, who was acting charge warden, and René Kiercereaux. These, which are exclusive of the interments at which Father Didier officiated, numbered seven whites, four negroes, and two Indians. During the latter part of Father Didier's connection with the parish it appears that he did not officiate regularly, for the register shows that Leander Lusson, priest of "St. Charles of the Little Hills of the Missouri," and Jacques Maxwell, priest of Ste. Genevieve, occasionally officiated at St. Louis from July, 1798, to May, 1799, during which period there were baptized eight whites, one negro, and there was solemnized one marriage of whites. Father Lusson appears to have become the regular priest, serving from May 23, 1799, to March 23, 1800, during which time he baptized twelve whites, eight negroes, and five Indians, and solemnizing five marriages of whites. He was succeeded by Father Pierre Janin, who officiated from April 6, 1800, to Nov. 12, 1804, during which time he baptized two hundred and twenty-five whites, one hundred and fifteen negroes, and fifty-nine Indians; solemnized the marriages of thirty-four whites, and two whites and Indians, and buried one hundred and thirty-eight whites, fifty-eight negroes, and nineteen Indians.

The large number of interments recorded during Father Janin's pastorate is accounted for by the fact that the smallpox made its first appearance in St. Louis on the 15th of May, 1801. From the fact that no record of baptisms appears from Nov. 12, 1804, to March 2, 1806, it is to be presumed that the parish had no pastor during that period. Interments, however, were recorded by Jean Baptiste Trudeau. He was the schoolmaster of the village, and locally noted as a stern disciplinarian, and succeeded René Kiercereaux as singer of the church. The interments recorded by him numbered forty-five whites, sixteen negroes, and twelve Indians. After November, 1806, the church

the reinterment he caused to be placed at the head of the grave a large cross bearing the name of the deceased, and having fulfilled the last sad duties to the deceased he quit the country, leaving his connection with the deceased a mystery which the inhabitants never could solve."

was supplied by priests from other parishes. From March 2, 1806, to the 29th of May of the same year Father Maxwell officiated, and on the 14th and 15th of September of the same year, Father Donatien Olivier, "missionary priest to the Illinois," officiated for baptisms only. Father Maxwell baptized forty-five whites, sixteen negroes, one Indian, and solemnized three marriages of whites. Father Olivier baptized eleven whites, five negroes, and one Indian.

The next registry of baptisms is dated Nov. 9, 1806, and the entry is made in a new volume, on the first page of which is the following :

"This register, containing ninety-two pages, including this one, marked and numbered, is intended for the inscription of the baptisms of the parish of St. Louis, country of the Illinois, under the domination of the United States of America, and of the bishopric of Baltimore. In faith whereof, we, Amos Stoddard, civil commandant of said place, have signed said register, the year and day 26th September, 1804.

"AMOS STODDARD,
"Capt. and First C. Comdt. U. Louisiana."

Thomas Flynn, of the religious order of Capuchins, exercised the functions of parish priest from Nov. 9, 1806, to June 2, 1808, during which time he baptized eighty-eight whites, eleven negroes, and one Indian, solemnized eleven marriages of whites, and buried thirty whites and nine negroes. From the 2d of June, 1808, to May, 1813, no regular priest was stationed at St. Louis, but the parish was visited by the following clergymen :

Father Maxwell, from 5th to 8th of June, 1808, baptizing 23 whites and 9 negroes.

Father Urbain Guillet, a Trappist of the monastery of "Notre Dame de Bon Secours, near Kahokias, in the Territory of Illinois," from 20th July to 26th of August, 1808, baptizing 15 whites and 5 negroes.

Marie Joseph Dunand, priest and prior of the order of La Trappe, from 25th December, 1808, to January, 1809, baptizing 11 whites, 7 negroes, and 1 Indian.

Father Guillet again, from 24th to 31st December, 1809, the parish having been without a priest for nearly a year. He baptized 9 whites and 2 negroes.

Father Bernard, of whom mention has been made before, officiated from 6th February to 13th July, 1810, baptizing 49 whites and 9 negroes.

Father Maxwell again on the 30th of July, 1810, baptizing 3 whites and 1 negro.

Father Dunand again on the 5th August, 1810, baptizing 2 whites and 2 negroes.

Father Maxwell again, from 12th to 15th August, 1810, baptizing 12 whites and 1 negro.

Father Guillet again, from 2d November, 1810, to 23d June, 1811, baptizing 27 whites and 9 negroes.

Father Dunand again, from 30th July to 2d August, 1811, baptizing 6 whites.

Father Guillet again, from 9th August to 1st December, 1811, baptizing 15 whites, 8 negroes, and 1 Indian.

Father Savigne, from 11th December, 1811, to 15th December, 1812, baptizing 76 whites and 19 negroes.

Father Dunand again on the 10th November, 1812, baptizing 2 whites.

Father Savigne again on the 11th February, 1813, baptizing 1 white.

Father Dunand again, and also Savigne, on the 14th March, 1813, each baptizing 1 white.

Father Dunand again on the 16th March, 1813, baptizing 2 negroes.

From the 18th of December, 1810, to the 12th of April, 1813, in the absence of officiating priests, Trudeau, as singer of the church, Jean Louis Marc, as sacristan, Samuel Solomon, Patrick Lee, and others, as church wardens, superintended and certified to the burial of the dead. The number of these interments was 165 whites, 61 negroes, and 11 Indians.

Father Savigne again appears to have exercised permanent functions as curate of St. Louis from the 12th of May, 1813, to Oct. 3, 1817, during which time he baptized 130 whites, 48 negroes, and 1 Indian; solemnized the marriages of 90 whites and 2 negroes, and interred 135 whites, 40 negroes, and 3 Indians.

It was during the ministry of Father Savigne that St. Louis was visited by Benoit Joseph Flaget, Bishop of Bardstown, Ky., who was received with great rejoicing by the Catholic population. During his stay he baptized the children of many of the leading families, among them Joseph Simpson, son of Dr. Robert Simpson. Father Savigne was the last priest of the Canadian mission sent to St. Louis by the Bishop of Quebec. He is described as having been "a man of fine presence, of amiable disposition, zealous in the performance of his duties, and especially kind to the poor and those in distress."

On the 5th of January, 1818, Louis Guillaume Valentin Dubourg, Bishop of Louisiana, accompanied by Bishop Flaget, of Kentucky, and a number of missionary priests, arrived at St. Louis, which was made the episcopal seat for the Territory of Missouri. Bishop Dubourg determined to remain in St. Louis until affairs had become settled in New Orleans, which was then in a disturbed condition. He continued to reside in St. Louis until 1824, and was actively assisted in the work of building this portion of his diocese by the priests who had accompanied him, Fathers De Andreis, Rosatti, Acqueroni, Ferrari, and Caretti, the first three of the Congregation of the Missions.

Louis Guillaume Dubourg was born at Cape François, island of San Domingo, Feb. 14, 1766, was educated in France, and studied theology at the Seminary of St. Sulpice. Subsequently he was placed in charge of a new Sulpitian institute at Issy, near Paris, but was driven from France by the revolution of 1792, and fled to Spain, whence he went to Baltimore, where he arrived in December, 1794. In the following year he became a priest of the Order of St. Sulpice, and in 1796 was made president of St. Mary's Ecclesiastical Seminary in Baltimore, which, in Janu-

ary, 1805, he raised to the rank of a university, having also previously established colleges in Havana and New Orleans, which were broken up by political disturbances. He established the Sisters of Charity in Baltimore in 1809, and in 1811 founded what is still the mother-house of the order for the United States at Emmitsburg, Md. In October, 1812, he was appointed administrator apostolic of the Territory of Louisiana, and arrived in New Orleans towards the close of the year. In 1815 he went to Rome, and was there consecrated Bishop of Upper and Lower Louisiana, Sept. 24, 1815. On his return he brought with him five Lazarist priests (among whom were Fathers De Andreis and Rosatti) and twenty-six young men belonging to the same order. He arrived in the United States Sept. 14, 1817, and proceeded to St. Thomas' Seminary at Bardstown, Ky., where the priests remained until they had acquired proficiency in the English language. He reached Ste. Genevieve Dec. 27, 1817, in company with Bishop Flaget, who had previously visited Ste. Genevieve and St. Louis for the purpose of determining which was the more eligible site for a seminary. It was finally decided that St. Louis should be made the seat of the episcopal residence, and on the 5th of January, 1818, the two bishops reached St. Louis. Bishop Dubourg at once established his episcopal residence in St. Louis, and continued to live there until 1824, on March 25th of which year he consecrated Father Rosatti Coadjutor Bishop of St. Louis, after which he went to New Orleans to reside. In 1815 he founded in America the Society for the Propagation of the Faith, and in 1818 established, under the charge of the Lazarist Fathers, St. Mary's College and Seminary at the Barrens, which in 1838 was transferred to Cape Girardeau, where it still flourishes. Before leaving Europe in 1817 he had applied to the Superior-General of the Order of the Sacred Heart, Madame Barat, for a colony of religious ladies to establish a house of the order at St. Louis. The request was complied with, and in August, 1818, the ladies of the order arrived in St. Louis. During Bishop Dubourg's administration the Sisters of Loretto organized schools in Missouri, and in 1819 the College of St. Louis, attached to the Cathedral, was established. He was also active in establishing missionary schools among the Indians, and introduced Jesuits from Maryland into his diocese for that purpose. In June, 1826, Bishop Dubourg left New Orleans for the See of Montauban, in France, and in February, 1833, was made Archbishop of Besançon. He died Oct. 10, 1833. It is said by his biographer that he was a San Domingan by birth, a Frenchman in education, an American in principle,

and a priest by vocation. Bishop Dubourg was a man of singular energy and untiring zeal, and contributed greatly to the growth of Catholicism in the West and Southwest.

At this time (1818) there were in the whole of Upper Louisiana only four priests and seven chapels and about eight thousand Catholics. The chapels were at Ste. Genevieve, Kaskaskia, St. Louis, Florissant, Prairie du Rocher, Cahokia, and New Madrid. During Bishop Dubourg's connection with the St. Louis Church, from 1818 to 1826, Fathers Pratte, De Neckere, De Andreis, Cellini, Rosatti, Acqueroni, Ferrari, Saulnier, Niel, Dahmen, Tichitoli, Jean-Jean, and others officiated at the Cathedral. Of these, Father De Andreis was retained as vicar-general in St. Louis by Bishop Dubourg, and died in 1820, and Father De Neckere became Bishop of New Orleans in 1829, succeeding Bishop Dubourg. He died in 1833 of yellow fever.

Joseph Rosatti was born at Sora, kingdom of Naples, Jan. 30, 1789, and entered, at Rome, the novitiate of the "Congregation of the Priests of the Mission of St. Vincent de Paul," commonly known as the Lazarists. He was induced by Bishop Dubourg to come to America, whither he preceded the bishop, and arrived in Baltimore July 26, 1816. He then repaired to St. Joseph's College, at Bardstown, Ky., to perfect himself in the knowledge of English, and arrived in St. Louis Oct. 17, 1817. In the year following he took charge of St. Mary's College, which had just been established by Bishop Dubourg at what was then known as "the Barrens," in Perry County, Mo. This region had originally been settled in 1797 by Catholics from Maryland and Kentucky, who gave it the name "Barrens," applied to the prairie land of Southwestern Kentucky, but which did not imply an absence of fertility in the soil in Perry County. Here the Lazarist Fathers with their own hands built themselves a rude home, and founded St. Mary's College, which was transferred to Cape Girardeau in 1838, when the establishment in Perry County was made a preparatory seminary. In 1820, Father De Andreis died, and was succeeded as superior of the Lazarists by Father Rosatti, who had been his pupil in Rome. Father Rosatti was consecrated Bishop of Tenegra *in partibus*, March 25, 1824, and made coadjutor to Bishop Dubourg, being left in charge of Upper Louisiana, with his residence in St. Louis, when Bishop Dubourg left for New Orleans. Bishop Rosatti transferred his residence to New Orleans in 1826, when Bishop Dubourg left for France, but returned to St. Louis in 1827 as Bishop of Upper Louisiana. He established in St.

Louis the Jesuits, from Florissant, in 1829; the Sisters of St. Joseph, in 1836, from Lyons, France, the first of their order in America; the Ladies of the Sacred Heart, in 1827; the Sisters of the Visitation, and the Sisters of Charity, for whom he founded St. Louis Hospital. He also established two colleges for young men, three academies for young ladies, and the first orphan asylum in the city. He was an active member of the first four Provincial Councils of Baltimore, held in 1829, 1833, 1837, and 1840, and his pastoral letters and sermons there awakened wide admiration in Europe as well as America by their learning and eloquence. In 1840 he was called to Rome, and sent to Hayti by the Holy See on a diplomatic mission to settle questions growing out of the Haytien revolution. Before his departure for Rome, Bishop Rosatti consecrated, in 1841, Archbishop Kenrick, and settled him as coadjutor over the diocese of St. Louis. Bishop Rosatti's diplomatic success in Hayti was so signal that he was reappointed on other missions, in the discharge of which he continued until his death in Rome, Sept. 25, 1843. He was buried at Monte Citario, in a chapel dedicated to St. Vincent de Paul, whose order he had so highly adorned, in the Church of the Lazarists.

In 1843, Rt. Rev. Peter Richard Kenrick, D.D., succeeded as bishop of the diocese. Archbishop Kenrick was born in Dublin, Ireland, in 1806, and was educated at Maynooth College, near that city. He was ordained in Dublin in 1831, by Archbishop Murray, and served as curate in Dublin, and subsequently as president of the Theological Seminary, and vicar-general in Philadelphia. On the 9th of December, 1841, he was consecrated at St. Mary's Church, St. Louis, Bishop of Drasis, and coadjutor to the Bishop of St. Louis. There were four bishops present,—Bishop England, Bishop Rosatti, Bishop Kenrick, and Bishop Lefevre,—besides Archbishop Dubois, of Baltimore. Bishop Rosatti officiated as consecrator, and Bishop England preached the sermon. Bishop Kenrick succeeded Bishop Rosatti in 1843, and on the erection of the diocese of St. Louis into an archdiocese became archbishop.

Archbishop Kenrick is one of the most distinguished prelates in the American Church, a learned theologian, an able administrator, and a man of the greatest generosity and benevolence. In 1858 he received a handsome bequest, but used it, or a great part of it, in endowing the hospital of the Sisters of Charity, and making it free to all, regardless of creed or color. At the Ecumenical Council of 1868 he took strong ground against the definition of papal infallibility, and his speech, prepared for the occasion, was pub-

lished in Naples in 1870, and in New York in 1872. He subsequently, however, acquiesced in the dogma, and promulgated it in his archdiocese. He is the author of a work on "Anglican Ordinations," which is regarded as the leading authority on the subject, also of the "Month of Mary," which has been republished in London, with an introduction by the celebrated Father Faber, besides translations and devotional works. He is an accomplished linguist, knowing well the Hebrew, Greek, Latin, French, German, Italian, and Spanish languages, and an excellent scientific scholar. During his administration of the diocese, and subsequently of the archdiocese of St. Louis, he has been called upon to deal with three great crises,—the cholera epidemic of 1849, the civil war, and the Fenian agitation of 1865. His course throughout all these trying periods was courageous, but conservative and prudent, and his guidance, both of clergy and people, firm and unflinching. On the 12th of January, 1861, the following notice was published:

"To the Roman Catholics of St. Louis: Beloved brethren, in the present distressed state of the public mind, we feel it our duty to recommend you to avoid all occasions of public excitement, to obey the laws, to respect the rights of all citizens, and to keep away, as much as possible, from all assemblages where the indiscretion of a word or the impetuosity of a momentary passion might endanger public tranquillity. Obey the injunction of the Apostle St. Peter, 'Follow peace with all men, and holiness, without which no man can see God.'

*"PETER RICHARD,
Archbishop of St. Louis."*

The archbishop's course with regard to the Fenian movement was outspoken and unequivocal, as is shown by the following:

"To the Roman Catholics of St. Louis: The undersigned has read in the Republican of this morning an announcement of a funeral to take place next Sunday from St. Patrick's Church, in

this city, of a deceased member of the Fenian Brotherhood, who died at St. Paul, Minn., on the 24th instant. The occasion is evidently made for a display on the part of those in St. Louis who are members of that association, hence the deferred interment, and the pageant which is to accompany the burial. The connection of St. Patrick's Church, where the religious service is announced as to take place, and where, without any authority from the pastor of that church, it would appear, an oration, by a gentleman of this city, is to be delivered, imposes on me the obligation of forbidding, as I have done, the pastor of that church to permit any funeral service or other religious ceremony to take place on that occasion. I have furthermore directed the superintendent of the Calvary Cemetery not to admit any procession of men or women bearing insignia of Fenianism within the gate of the cemetery. I use this occasion to state publicly, what I have uniformly stated in private conversation, that the members of the Fenian Brotherhood, men or women, are not admissible to the sacraments of the church as long as they are united with that association, which I have always regarded as immoral in its object, the exciting of rebellion in Ireland, and unlawful and illegal in its means, a quasi military organization in this country while at peace with England, to be made effective in the event of war with that power.

*"PETER RICHARD,
Archbishop of St. Louis."
"St. Louis, Aug. 30, 1865."*



ARCHBISHOP KENRICK.

In 1868, during the absence of the archbishop at the Ecumenical Council, Father Patrick J. Ryan, then pastor of St. John's Church, was appointed by the Holy See to take temporary charge of the diocese, with the

title of Bishop of Tricomia, and in April, 1872, he was consecrated in St. John's Church, and has continued to act ever since as coadjutor bishop.

Right Rev. P. J. Ryan was born at Thurles, Tipperary County, Ireland, in 1831, and attended a school in Dublin. At an early age he evinced a predilection for the sacred calling, and in 1847 he entered Carlow College, near Dublin, where he received a thorough ecclesiastical training. At this institution he filled the position of prefect of the lay house, and was ordained a sub-deacon while still very young. After leaving college his attention was attracted to the

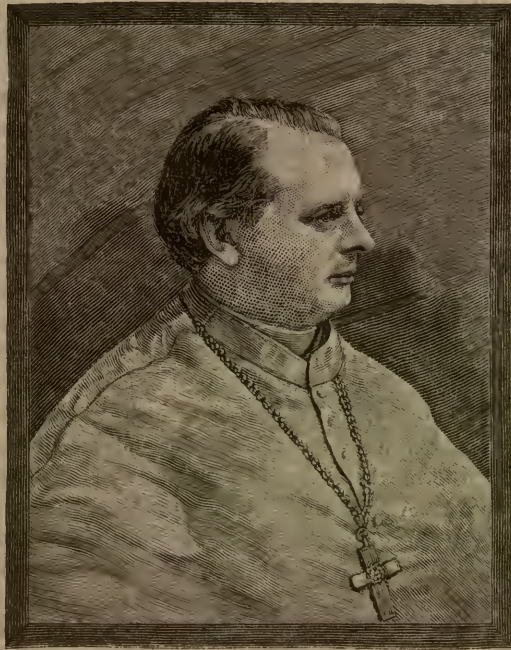
United States as being a promising field of labor, and he determined to emigrate to this country. He arrived in St. Louis in 1852, and for some three months was stationed at St. Patrick's Church with Father Wheeler, but his rare oratorical powers procured him an invitation to preach at the Cathedral, though not then in priestly orders. About this time he was appointed Professor of English Literature and Elocution in Carondelet Theological Seminary, a position which he filled with remarkable success until in 1853, shortly after attaining his majority, he was ordained priest and appointed assistant pastor at the Cathedral, being associated with Fathers Heims, A. S. Paris, E. Saulnier, James Duggan, and P. R. Donnelly. He remained at the Cathedral until 1860, when he took charge of the Church and Parochial School of the Annunciation, which were erected through his exertions. While pastor of the Church of the Annunciation, during the war, he was appointed by Archbishop Kenrick chaplain of the Gratiot Street military prison, where he labored earnestly, ministering to the prisoners and baptizing as many as six hundred of them.

Through the recommendation of Gen. Blair to the authorities at Washington, Father Ryan and Rev. Dr. Schuyler (rector of Christ Protestant Episcopal Church) received commissions as chaplains in the United States army. Father Ryan declined the appointment, but continued to perform the labors of a chaplain at the prison. Subsequently he was transferred from the Church of the Annunciation to St. John's Church, as successor to Rev. P. T. Ring, who had had charge of that church after the departure of Father Bannon for the South, to act as chaplain in the Confederate army. Subsequently Father Ryan visited Europe, and spent a year in Ireland, France, Germany, and Italy. He was in Rome during the celebration of the papal centenary, and during the following Lent was invited by the Pope to preach the English sermon, an honor which had been bestowed upon Cardinal Wiseman, Archbishop

Hughes, the celebrated Father Burke, and other prominent divines. In 1866 the University of New York conferred on him the degree of LL.D., and during the same year he preached before the second Plenary Council, at Baltimore, on "The Sanctity of the Church." Two years later (1868) he was appointed vicar-general of the archdiocese, and during the absence of Archbishop Kenrick acted as bishop, having previously been made Bishop of Tricomia *in partibus*. On the 14th of April, 1872, he was consecrated bishop in St. John's Church (his former pastoral charge), and made coadjutor of Archbishop Kenrick. Bishop Ryan is one of the most eloquent

prelates of the Catholic Church, and as an administrator is careful, painstaking, and indefatigable.

The growth of the Catholic Church under a succession of able and energetic bishops has been healthful and rapid, and from the nucleus of Father Meurin's mission has sprung a great and flourishing diocese. In the city of St. Louis there are now thirty-six parish churches, twenty-seven parish schools, five Catholic hospitals, six convents, three Catholic colleges, seven Catholic orphan asylums, three female protectorates and reformatories, with about sixty secular priests and forty-five priests belonging to orders, all actively at work; and there are thirteen female and



P. J. Ryan

seven male religious orders, and twenty-four Conferences of St. Vincent de Paul, numbering over twelve hundred active members, and distributing each year in systematic and judicious charity nearly thirty thousand dollars; the Catholic population now numbering over one hundred and fifty thousand. The archdiocese of St. Louis, comprising all that part of Missouri east of Chariton River and of the west line of Cole, Maries, Pulaski, Texas, and Howell Counties, was created in 1847, and Bishop Kenrick was made its first archbishop.

The ecclesiastical government of the archdiocese is composed of Most Rev. Peter Richard Kenrick, archbishop; Right Rev. Patrick J. Ryan, coadjutor

bishop; Very Rev. H. Muhlsiepen, vicar-general; Council of the Archbishop, Right Rev. P. J. Ryan, Very Rev. H. Muhlsiepen, Rev. C. Ziegler (secretary), Rev. H. Van der Sanden (chancellor).

The Jesuits in Missouri.—One of the first steps taken by Bishop Dubourg after assuming charge of the diocese of Upper and Lower Louisiana was to secure missionaries for the religious and secular instruction of the Indian tribes. The whole of the country west of the Mississippi was in his jurisdiction, and consequently the Indians were especially within the purview of his efforts. Soon after reaching St. Louis he applied to Father Anthony Kohlmann, at that time provincial of the Jesuits in Maryland, to send out Fathers to establish a college and act as missionaries to the Indians. Owing to the fact that there were not more members of the society than were needed for the work in that State, Father Kohlmann was not then able to comply with the request. Early in 1823, Bishop Dubourg had an interview at Washington with President Monroe and the Secretary of War, John C. Calhoun, on the subject of educating and civilizing the Indians, and at Mr. Calhoun's suggestion he requested Father Charles Neale, provincial of the Jesuits of Maryland and the District of Columbia, to supply him with missionaries. Two years before, in 1821, Rev. Charles Nerinckx, founder of the Loretto Society of Nuns in Kentucky, had returned from a trip to Belgium, accompanied by a company of novices who intended to devote themselves to the work of the Society of Jesus. Among them were F. J. Van Assche, P. J. de Smet, J. A. Elet, F. L. Verreydt, P. J. Verhaegen, J. B. Smedts, and F. De Maillet, all of whom with the exception of De Maillet were Belgians. These young men, who, with other novices, had received a course of instruction at the Jesuit Seminary at White Marsh, Prince George's Co., Md., decided to accept the invitation of Bishop Dubourg.

On the 11th of April, 1823, they set out under the charge of Rev. Charles Van Quickenborne, Superior, and Rev. Peter J. Timmermans, his assistant, accompanied by three lay brothers,—Peter de Meyer, Henry Reisselman, and Charles Strahan. They made the journey on foot to Wheeling, with wagons to transport their effects, and to rest such as should become ill or disabled. They carried their own bedding with them, lodging at night where they best could, and generally cooked their own meals. Father Van Quickenborne was the only exception; he rode a handsome roan horse that had been presented to him by Father McElroy, of Frederick, Md. At Wheeling they purchased two flat-boats and floated down the Ohio, the

boats lashed together, and drifting day and night. At Shawneetown, a small village below the mouth of the Wabash River, they sold their flat-boats, sent their heavy baggage by steamboat to St. Louis, and started, accompanied by a light spring-wagon, on foot across the prairies. They reached St. Louis Saturday, May 31, 1823, and on the day after their arrival, being Sunday within the octave of Corpus Christi, Father Van Quickenborne carried the Blessed Sacrament in procession through the streets, with music and firing of cannon. In June following the Jesuits took possession of the farm near Florissant which had been tendered them by Bishop Dubourg, it having been ceded to them by Mr. O'Neil, magistrate of Florissant, although his lease was yet unexpired. In the mean time they had been hospitably entertained by the Sisters of the Sacred Heart at Florissant, who lodged and fed them in their school-house.

Florissant, or St. Ferdinand township, seventeen miles northwest of St. Louis, had been settled shortly after the founding of St. Louis, and the adjacent country was beautiful and fertile. In extending the invitation to the Jesuits of Maryland, Bishop Dubourg had proposed not only to give them his farm at Florissant, but also his own church and residence in St. Louis. The latter offer, however, had been declined. The houses on the farm were merely log cabins, small, and of the rudest construction, and the first efforts of the missionaries were directed to the enlargement of their quarters. For this purpose they hewed the timber, going for it to an island in the Missouri River, which, on the night after they had hauled the last load needed, was totally washed away, not a vestige of it being left.¹

Shortly after the mission had been established, Rev. Charles Delacroix, who was then stationed at Florissant, made over the church there to Father Van Quickenborne, and departed for Louisiana. About the same time Father Van Quickenborne was made spiritual director of the Community of the Sacred Heart. An incident of the early days of the mission was a visit from the venerable Father Nerinckx, who had brought the young missionaries over from Europe, and who spent some days with his Belgian friends at Florissant. Father Nerinckx

¹ The island stood a short distance above the Charbonnière, a bluff on the Missouri River some three hundred feet high, and so called from a layer of coal that underlies it, but which, being nearly on a level with the surface of the water and of inferior quality, has been little worked. Above the bluff there is visible, in low water, a bed of reddish stone, which extends far out into the river, and may have been the seat of the island. Possibly the concussions and disturbances caused by felling the trees precipitated the washing away of the land.

died at Ste. Genevieve on the 12th of August, 1824. Francis De Maillet and Charles Strahan, of the original band, had separated from the Jesuit society shortly after their arrival in Missouri, and had engaged in other occupations. By the death of Father Timmermans the community was still further reduced, and now numbered nine members. In 1825, Father De Theux and lay Brother O'Connor arrived from Maryland and joined the mission, the former as assistant to Father Van Quickenborne. In the same year the missionaries opened a school for Indian boys, and induced the Sisters of the Sacred Heart to establish a similar school for girls. Despite their persevering labors, however, the attendance did not increase beyond fourteen children at either school. In 1830 the school for boys was finally closed. In the mean time, J. B. Smedts and P. J. Verhaegen were, about the beginning of 1825, raised to the priesthood, and in 1827, P. J. de Smet, J. F. Van Assche, J. A. Elet, and F. L. Verreydt were ordained, Bishop Rosatti officiating on both occasions. Fathers Verreydt and Smedts were transferred to St. Charles, and Father Van Quickenborne made an excursion to the Osage Indians. He subsequently (in 1829 and 1830) paid other visits to the same tribe, but it was not until 1847 that the Jesuit mission among the Osages was established. Having satisfied themselves that they could labor much more profitably and accomplish more tangible results among the white population than with the savages, the Jesuit Fathers, upon the invitation of Bishop Rosatti, in 1828 removed to St. Louis and established the St. Louis University. On the 24th of March, 1836, Father Verhaegen, who had been chosen first president of the university, was made Superior of the Jesuit mission in Missouri, as it was then called,—a branch of the province of Maryland,—and resigned to Father Elet the presidency of the university. The mission-house at Florissant was now abandoned as the residence of the Superior, who thenceforth lived in St. Louis.

The Florissant institution is now known as St. Stanislaus Novitiate. On the 3d of December, 1839, the mission was raised to the rank of a vice-province, and Father Verhaegen to that of vice-provincial; he became provincial of Maryland, and was succeeded in St. Louis by Rev. James Van de Velde, Sept. 17, 1843. Father Van de Velde was made Bishop of Chicago, and subsequently transferred to Natchez, where he died of yellow fever on the 13th of November, 1855. His remains were removed to St. Stanislaus Novitiate, near Florissant, and reinterred there on the 20th of November, 1874. Rev. John

A. Elet became vice-provincial June 3, 1848; Rev. William S. Murphy, Aug. 15, 1851; Rev. J. B. Druyts, July 6, 1856 (he died of softening of the brain June 18, 1861); Rev. W. S. Murphy, temporarily, February, 1861; Rev. Ferdinand Coosemans, July 16, 1862. On Dec. 3, 1863, the vice-province was elevated to the rank of a province, and Father Coosemans became provincial. Rev. Thomas O'Neil succeeded July 31, 1871; Rev. Edward A. Higgins, Jan. 1, 1879; Rev. Leopold Bushart, May 4, 1882.

The original intention of Indian missions was never wholly abandoned, but was pursued actively by Father Van Quickenborne and others after him through many years; but when in 1837 Father Van Quickenborne returned from the Kickapoo mission, near Fort Leavenworth, which he had started the year before, he succumbed to the hardships he had endured, and died Aug. 17, 1837. His remains were interred in the garden of the novitiate, near Florissant, where they are now surrounded by those of all but one of his early companions in Missouri.¹ From the mother-

¹ Charles Van Quickenborne, one of the prominent missionaries of Missouri, was born in the diocese of Ghent, Belgium, Jan. 21, 1786. He joined the Jesuit Society April 14, 1815, came to Maryland in 1817, and to St. Louis in 1823, and in the same year was made spiritual director of the Sacred Heart community at Florissant and pastor of the church there. Father Van Quickenborne died at Portage des Sioux, Aug. 17, 1837. Peter J. Timmermans was born in Belgium, July 20, 1783; joined the Jesuits Aug. 18, 1817; was made pastor of the churches at St. Charles and Portage des Sioux in June, 1823, and died June 1, 1824. Judocus F. Van Assche was born May 29, 1800, at St. Amand, near Antwerp. He came to Maryland and entered the Jesuit Novitiate at White Marsh, Oct. 6, 1821, an elder brother having preceded him thither in 1817. He remained at St. Stanislaus Novitiate, near Florissant, when the other priests removed to St. Louis to establish their college, and after his ordination became pastor of the church there, continuing in its charge, excepting short absences, until he died, June 26, 1877. John A. Elet was born Feb. 19, 1802; was president of St. Louis University, and later of St. Xavier College, Cincinnati, and vice-provincial of Missouri, which position he resigned on account of ill health, and died Oct. 2, 1851. Peter J. Verhaegen was born June 21, 1800, and he was the most thoroughly educated of the original band of novices. He was pastor at St. Charles' in 1826, and successively the first president of St. Louis University, Superior, then vice-provincial of Missouri, provincial of Maryland, and president of St. Joseph's College in Kentucky. He died at St. Charles, Mo., July 21, 1868. Felix Verreydt was born Feb. 19, 1798; went to Portage des Sioux in 1831; to the Kickapoo mission near Fort Leavenworth in 1837; began a mission among the Pottawatomie Indians at Council Bluffs in 1838; went to Sugar Creek Indian mission in Kansas in 1841; moved with the Indians to St. Mary's mission in Kansas in 1848; was transferred to St. Louis in 1859, and resided at College Hill, North St. Louis, until 1869, when he went to St. Xavier College, Cincinnati, where he still lives (October, 1882), being now nearly eighty-five years old and the sole survivor of the original band. John B. Smedts was born April 11, 1801, and was stationed at St. Charles' from 1827 until Oct. 3,

house near Florissant have sprung eight colleges, one boarding-school in the country, twelve churches in the West and Northwest, with their attached parochial schools, eight churches, with residences, besides mis-

1843, when he was made master of novices at St. Stanislaus Novitiate, near Florissant, where he remained until July 23, 1849, after which he resided successively at St. Charles', Florissant, and St. Louis University, where he died Feb. 19, 1855. Peter de Meyer was born Nov. 30, 1793; came to America with Father Nerinckx, and entered White Marsh Novitiate Aug. 5, 1817. He continued to reside as a lay brother at St. Stanislaus until he died there, Sept. 1, 1878. Henry Reisselman, also a lay brother, was born March 12, 1784, and came to the United States in 1807, and joined the Trappist monks in Casey County, Ky. He removed with them to Missouri in 1809; resided one year at Florissant, then moved to Monk's Mound, on Cahokia Creek, and when this station was abandoned joined the Jesuits at Georgetown, D. C., Nov. 5, 1813, and removed to Missouri in 1823. Subsequently he spent some time in Maryland, but returned to Missouri, and died at St. Stanislaus Novitiate, June 21, 1857.

Of all the little band of missionaries the most illustrious perhaps, and certainly the best known, was Peter J. de Smet, eminent alike as a missionary of undaunted energy and zeal, and as a scholar of varied learning and many accomplishments. He was born at Dendermonde, in Belgium, on the 31st of January, 1801, and was educated with the view of devoting himself to the priesthood. In July, 1821, in company with a number of other novices, under the charge of Father De Nerinckx, he left his native land for the United States. By agreement they all met at Amsterdam, and having eluded the vigilance of the authorities, who had given strict orders for their arrest, they left Amsterdam in a small boat, and succeeded in reaching Texel, where they procured lodging in the house of a Catholic who had been notified of their coming. At last, on the 15th of August, they got on board the brig "Columbia," having gained the open sea in a small pilot-boat, which had passed out of the harbor without being observed by the police. After a voyage of forty days, De Smet and his companions arrived at Philadelphia, whence they proceeded to Baltimore and then to White Marsh, Maryland, where they began their novitiate. As previously stated, he formed one of the party of missionaries, led by Van Quickenborne, who in 1823 established the colony of Florissant, and immediately after their arrival at St. Louis, De Smet entered actively upon a career of missionary labors which, with brief intervals, were destined to extend over nearly half a century. After toiling at Florissant, and subsequently assisting in the founding of the St. Louis University, he was compelled in 1832 to return to Belgium for the benefit of his health. While in Europe he procured a number of valuable instruments for the department of physics in the St. Louis University, together with many volumes for the library, and a collection of minerals, which he presented to the college. His health having been restored he returned in 1837 to St. Louis, which he made his home for the remainder of his life. In 1838, Father De Smet began his wonderful career as a missionary among the Northwestern Indians. He first established a mission among the Pottawatomies, who then dwelt in the neighborhood of Council Bluffs, Iowa, opposite the city of Omaha. Two years later (1840) he made his first journey to the Rocky Mountains and through Oregon, preparing the way for the missionaries who were to take up his work in later years. Among both the Pottawatomies and the Sioux De Smet was received with kindness, but his journeys through the wilderness were marvels

of ardent zeal and patient devotion. His progress among the Pottawatomies was particularly gratifying. A little chapel twenty-four feet square, with a steeple, was soon erected, and near by log huts were built for the residences of the missionaries. A school was opened, and the building, which could only accommodate thirty pupils, was soon thronged with Indians. In the first three months one hundred and eighteen were baptized. During his expedition to the Rocky Mountains he accompanied Gen. Harney on an expedition to the Flathead and Shoshone Indians on the Columbia River. The Indians had been committing depredations, and Gen. Harney's expedition was sent out with the expectation that war would ensue. Through the mediation of Father De Smet, however, the Indians were placated and peace was assured.

His journey to the Rocky Mountains in 1840 was made in connection with the annual expedition of the American Fur Company, which started from Westernport, Mo., and from this time until within a year of his death he continued to labor among the savage tribes, including among others the Shoshones, Blackfeet, Pawnees, Mandans, Pottawatomies, and Sampeetches. In Oregon, among the Flatheads, his mission was conspicuously successful. In the camp of Peter Valley sixteen hundred Flatheads and Ponderas assembled to receive him, and at the close of the day two thousand Indians congregated before the missionary's tent to recite an evening prayer and chant a hymn. On the second day of his sojourn among them, De Smet, with the assistance of an interpreter, translated the Lord's Prayer, the Creed, and the Commandments, and in two weeks the Flatheads had all learned to recite the prayer. Within two months six hundred of the tribe were baptized. On his return to St. Louis the dauntless missionary passed through the country of the Blackfeet, Gros Ventres, and Sioux, all of whom were hostile to the Flatheads. Upon one occasion he and his party were surrounded by a fierce band of Blackfeet, who, however, on seeing his crucifix and gown, expressed their joy at beholding a missionary, and carried him in state to their village. He was treated with great kindness, and permitted to resume his journey unmolested. In the spring of 1841, Father De Smet returned to Oregon, accompanied by two other priests and three lay brothers, and established the mission of St. Mary's among the Flatheads. He then labored among the Cœur d'Alenes, Kalispels, and Kootenays, baptizing one hundred and ninety persons, twenty-six of whom were adults. His work at the Flathead mission was then resumed with encouraging results, and when he started on the return to St. Louis sixteen hundred and fifty-four savages had been baptized. On reaching St. Louis, De Smet was instructed by his Superior to proceed to Europe in order to obtain assistance in the work of civilizing and Christianizing the Indian tribes. His success in Europe was unequivocal, and on the 12th of December, 1843, he sailed from Antwerp, accompanied by several priests and six Sisters of the Congregation of Our Lady, who had volunteered to assist him in his missionary work, and arrived at Fort Vancouver in 1844. The Oregon mission expanded rapidly, and De Smet transferred his labors to the water-shed of the Saskatchewan and Columbia, and obtained many converts among the far Northwestern tribes. Father De Smet made five journeys to the Rocky Mountains in the course of his eventful career, and crossed the ocean seven times to obtain in Europe assistance for his missionary work. On his last trip to Belgium he was cre-

band of 1823, numbering twelve persons, the Jesuits in the Missouri province have increased to three hundred and thirty-five, of whom seventy-six are members of the community near Florissant.¹

St. Louis Cathedral.—The first church erected by the Catholics of St. Louis was evidently built soon after the arrival of Laclede and his companions, and probably at an early period of Father Meurin's pastorate, which extended from 1764 (irregularly) to February, 1769. Father Gibault, the successor of Father Meurin, records that on the 24th of June, 1770, the feast of St. John the Baptist, he blessed "the church, built of wood," and in 1774 Father Valentin made an entry in the register, of which the following is a translation :

"In the year 1774, the 24th of December, I, the undersigned, have baptized with the ordinary ceremonies of the church a new bell, which was named Pierre Joseph Felicité, and the godfather of which was the honorable Pierre Joseph de Piernas, captain in the Louisiana battalion and Lieutenant-Governor of the Illinois, and the godmother, Lady Felicité de Piernas de Portneuf, who have signed with me, the day and year as above.

"PEDRO PIERNAS, FELICITÉ PORTNEUF PIERNAS, BAROY, BENITO BASQUEZ.

"FR. VALENTIN, Priest."

Prior to this time the congregation had been called to their devotions by means of a large iron mortar, which was beaten with a heavy iron pestle, producing a sound loud enough to be heard by most of the parishioners.

In the contract for the construction of the presby-

ated a knight of the Order of Leopold as a recognition of his great merits, the decoration of the order being bestowed by King Leopold the Second. For some years, and up to the time of his death, he held the position of treasurer of the province, which included all the Jesuit houses from the Alleghenies to the Rocky Mountains.

Father De Smet was a graceful and vigorous writer, and his letters giving an account of his adventures and labors among the savages are marked by great simplicity of style and force of expression. He published several works on the subject of Indian missions, the principal of which are "Western Missions and Missionaries," "Oregon Missions," and "Letters and Sketches." He was familiar with science and a proficient in botany, having classified the plants of St. Louis many years ago. He was also an excellent draughtsman and topographical engineer, and executed a number of maps and surveys of the Oregon and Rocky Mountain regions. While returning home from Europe in 1872, Father De Smet fell on shipboard and was injured internally, three of his ribs also being broken. He succeeded in reaching St. Louis, and lingered for more than a year, dying at the St. Louis University on the 23d of May, 1873.

¹ The author is indebted to the "Historical Sketch of the St. Louis University," by Rev. Walter H. Hill, S.J., for valuable information concerning the labors of the Jesuit missionaries in Missouri.

tery, or priest's house, which it was determined at a meeting of the congregation held Sept. 1, 1776, to erect, it was provided that the materials of the old house should be used in building the new one, showing that there was a parochial residence and, presumably, a church. Tradition asserts that the first church was a small wooden chapel, with a presbytery attached.

On the 26th of December, 1774, the inhabitants of St. Louis assembled in the government chamber, in the presence of Don Pedro Piernas, the Lieutenant-Governor, Father Valentin, pastor, and Mr. Sarpy, church warden, and determined upon the erection of a new church. It was decided that the dimensions of the building were to be sixty by thirty feet, and that it was to be constructed of white-ash posts eighteen feet long, and hewed on both sides above ground, to the width of six inches. The inhabitants were to furnish all the wood and materials "according to an assessment to be made on each white and black person of the age of fourteen years and upwards, excepting widows and persons of sixty years of age, who shall be exempt as to their persons only." Pierre Baron, who was present, accepted the position of "superintendent of the building and of the assessment," and promised "to do his duty." Associated with him in the direction of the work were René Kiercereaux, Antoine Rivière, dit Bacanet, Joseph Taillon and Jacques Noise, "who must be present at the assessment and at the furnishing of the materials."

The proceedings of the meeting were signed by René Kiercereaux, Cotte, Jean Tardif, Amable Guion, Laclede L. Liguist, Lardoise, Becquet, Du Breuil, Sarpy, Baron, Benito Basquez, Labuscière, Sans Soucy,² Bagnete,² Bizet,² Bacaliot,² Gamscha, Jacques Noise,² Duffand,² Joseph² Taillon, Francis² Bissonet, Ride,² Louis Chancelier, Jacob² Marechal, Laurant,² Hunan,² Picart,² Fr. Valentine (curé), Pedro Piernas.

Nothing further appears to have been done during that winter beyond maturing the plans for the construction of the building, but on the 19th of April, 1775, the contract for the work was awarded, as the following translation of the original document attests :

"Agreement of the inhabitants of St. Louis to build a church, and the contract and specifications therefor. April 19, 1775, the third festival of Easter.

"Before me, Don Pedro Piernas, Lieutenant-Governor of the establishments of the Illinois and its dependencies, belonging to His Catholic Majesty, in presence of the Reverend Father Valentin, Capuchin missionary, curate of the parish of St. Louis, and of Messrs. Sarpy and Benito Basquez, wardens of said parish of St. Louis, at the conclusion of the parochial mass of said place, all the artisans and inhabitants composing the said

² "His mark."

parish assembled to award to the lowest bidder the contract for the workmanship on the projected church at this post. Said inhabitants and artisans being all assembled, and having maturely deliberated among themselves, agreed that said church should be constructed as follows, to wit:

"The church to be sixty feet long, of posts planted three feet in the ground, and to be thirty feet wide, with a gallery or porch six feet wide all around, with a pent-house ten feet wide the length of the gable end, two church doors, and two windows to the pent-house, with shutters, and sash of four lights high and three wide.

"The church to have fourteen windows of twenty-eight lights, arched three inches at the top, seven lights high by four wide, with their shutters, the contractor to put in all the iron-work. At the other gable, in the inside of the church, a lobby or gallery ten feet wide, the length of the gable, with stairs and a door to the lobby. The front entrance door to the church to be twelve feet high, arched, and six wide, the floors above and below to be well jointed, the sanctuary to be raised six inches above the floor, the two doors of the sanctuary to be dovetailed, and that of the lobby plain, the large door paneled. The belfry to be a St. Andrew's cross, shingled, the church to be shingled in six-inch courses. Windows four feet above the floor, the two front ones eight feet high. The rafters on the girders at ten feet apart, with ridge-pieces above and below, a bracket at each of the four corners and cross-pieces to support the gables. The joists from five to six feet apart.

"All the materials to be delivered to the contractor on the ground of the above church, who is to furnish all the labor only. The inhabitants are to furnish, also, the iron-work, nails, and mud-walling, and to assist the contractor in raising the heavy wood-work and timbers, the foregoing work to be subject to an examination by skilled persons.

"The aforesaid church is to be completely finished for service by the month of _____ of this present year, under the penalty of forfeiting all pay for the work he may have done if not completed in the time specified, nor will it be received from him until completely finished.

"The inhabitants to supply him the materials as fast as needed, so as not to delay him in the work, under the penalty of paying him for the time he may have lost through their delay, the contractor to engage himself all the workmen he may find necessary, who are to be paid first out of the contract price.

"And after the above specified conditions were read and proclaimed in a loud and intelligible voice, and clearly explained to the assembled people, the above work was awarded to Pierre Lupien, *alias* Baron, carpenter and joiner, at the price of twelve hundred livres, in deer-skins at the current value.

"This bid having been cried out at several different times, and no one proposing to underbid him, after waiting until sundown, the same Lupien demanded his right, and that the work he awarded him for the said sum of twelve hundred livres, according to the above specified conditions, which was granted him by Don Pedro Piernas, in the presence of as before stated witnesses, and with the approval of all the inhabitants, said contractor binding himself to execute all the stipulations of the contract, and, as security for the same, mortgaging all his property now and in future.

"Done and executed at the room of the presbytery the 19th day of April, third feast of Easter, in the year seventeen hundred and seventy-five, which we have all signed, those not knowing how to write having made their crosses after being read to them, before me, the Lieutenant-Governor.

"PEDRO PIERNAS."

The signers of the agreement to build the church included nearly all the householders in St. Louis at that day; they numbered seventy-nine, all told, and it will be observed that only thirty-five signed their names, all the rest (those inclosed in parenthesis) affixing their marks,—fifty-five per cent. of these best citizens being illiterate. The names are

Antoine Béreda, Alexis Cotté, John B. Becquet, (Jacques Labbe), (Chausel), Amable Guion, Pothier, (Kierq Desnoyer), (Amable Brunet), (Jean B. Deschamps), (François Liberge), René Kiercereaux, (Joseph Fayon), (Toussaint Hunot), (François Bissonnet), (Langevin, *dit* Baguette), (Francis Delén), (Joseph Dechenes), (Pepin Lachance), Louis Chancelier, Larche, (John B. Savoie), (John B. Gamache), (August Karcelet), John Baptiste Tardif, Louis Dubreuil, Rouqueer, Antoine Bernard, (Daniel), (Antoine Rivière), (Jacques Marechal), (John B. Dufaux), (Joseph Moreau), (Nicholas Guion), Joseph Segond, Cottin, Benito Basquez, Joseph Labrosse, Petil, Michel Rollet de Laderout, J. J. A. Motard, (Simon Coussotte), (Nicholas Beaugenou), (Pierre Caillon), Gilles Chemin, (Pierre Roy), Belisle, (François Henrion), (Louis Ride), S. S. Martigny, (John B. Provercher), François Denoyers, (Joseph St. François), (Charles Routier), (Louis Bissonnet), (Alexis Picart), (Antoine Roussel), John Baptiste Ortes, Joseph Chancelier, G. R. Gemme, (Ignace Laroche), (Francis Hebert), (Falardeau), Michel Lamq, Louis Vaclard, A. A. Condé, (Pierre Lapointe), (Nicholas Royer), (Antoine Ladouceur), (Joseph Chartrand), (Paul Getard), (Joseph Calvé), J. B. Sarpy, Alexis Marie, Laclede Liguest, Jacques Chauvin, Antoine Reehle, Laville, Pedro Piernas.

Pierre Baron, the contractor, died on the 10th of October following, and as there was no one to represent him in the continuation of the work, the inhabitants assembled at the Government Hall, by order of the Lieutenant-Governor, Francisco Cruzat, on the 28th of January, 1776, to award the contract. At this meeting it was unanimously agreed that the work already begun should proceed, and that it should be let out to the lowest bidder, who was to be bound by the original specifications. Juan or Jean Cambas proved to be the lowest bidder, at the sum of fourteen hundred and eighty livres, in shaved deer-skins, with the condition that the building should be completed by the end of the month of May of the current year. The contract was signed by — Tardif, J. B. Ortes, A. Bernard, Sarpy, Condé, Dubreuil, Benito Peril, Amable Guion, René Kiercereaux, Ene. Barre Lajoy, William Duralde, Cambas, J. Motard, Francisco Cruzat.

Exactly at what time the work was finished does not appear, but the building was evidently occupied not long after the date set for its completion. It stood very near the site of the present Cathedral, on what was then "the north half of the church block (No. 59)," and attached to it was a cemetery. Speaking of the old church and parsonage, Judge Wilson

Primm, in an address before the Missouri Historical Society, said,—

“My recollection of these buildings is very distinct. The gallery around the church, supported by cedar posts, notched and whittled by the village urchins, the swallow’s nest under the eaves, the little belfry and its bell, always rung by old Alexis Lalande (the *bedeau*), bell-ringer, at morning, noon, and sunset, all these are at this moment as present to me as they were nearly half a century ago.

“When that old church was demolished in 1820, I think its bell was sent to Carondelet, for the use of the church there, and is still to be found there in the belfry of the school-house of the Christian Brothers. In St. Mary’s Church at Carondelet can still be found the remains of the pews and benches which were used in the old church at St. Louis.”

In the summer of 1776 a project for the erection of a parochial residence was set on foot, and on the 1st of September of that year a meeting of the inhabitants was held for the purpose of deciding on the character of the structure, its cost, etc. The official record of this meeting, translated from the Spanish archives, is as follows :

“Agreement of the inhabitants of St. Louis to build a permanent residence for the curate of the parish, Sept. 1, 1776.

“On this day, the first of the month of September, one thousand seven hundred and seventy-six, at the close of the high mass at this parish of St. Louis, the inhabitants thereof assembled in the old parsonage house, in the presence of the Lieutenant-Governor Don Frans. Cruzat, to consider the expediency of building a new residence for the occupation of the reverend father officiating in this parish.

“Being assembled, they agreed unanimously that said new residence should be built of stone, of the dimensions of forty-five feet in length by twenty-seven feet in width, to be commenced in the coming spring and carried on without interruption to its completion, the Reverend Father Bernard, the present incumbent of the parish, offering to contribute the sum of four hundred and thirty-seven livres in peltries to aid in its construction, which sum had been furnished him at New Orleans in the payment of his passage from that place to St. Louis. Jean Cambas and John Ortes, carpenters, were appointed as trustees to receive the materials and make such equitable assessments upon each person according to his ability to pay, and to give to each individual a receipt for his assessment, which he must produce to avoid being called upon a second time; said house to be built with mortar made of clay, and all the timbers in the old house shall be used in the construction of the new one so far as they are suitable for the purpose.

“The assessment to be made, as in the case of the church, upon all persons exceeding the age of fourteen, without any exception.

“It is so understood and ordered. St. Louis, this 1st day of September, 1776. L. Chevalier, Labuscière, S. Labbadie, Tayon, A. Condé, Peret, Motard, Barada, Benito, Terraute, J. Conaud, Becquet, Hebert, Poure, A. Berard, Joseph Labrosse, Dubreuil, Picote de Belestre, Pothier, Chauvin, Law Gagner,¹ Sans Souey,¹ Rondeau,¹ Baccanuet,¹ Jacques Labbe,¹ François Bissonnet,¹ Am. Guion, Laelete Liguest, Father Bernard, curate.

“FRANCISCO CRUZAT.

¹ “His mark.”

“*Specifications in the Contract.*—The house, thirty-eight feet long by twenty-seven wide and thirteen high, to be built of stone with earth mortar, one and a half feet in the ground; a pent-house or shed at end of ten feet wide and of the length of the gable end, twenty-seven feet, to be six and one-half feet high; the floor to be four feet above ground, and the upper floor eight and one-half feet above the lower, with a partition wall, to make a parlor and a chamber; the walls of the house to be two feet thick below the floor, and eighteen inches above, the partition wall one foot thick; a front and rear door to the parlor and two windows, two doors between the parlor and chamber, and three windows in the chamber, one front, rear, and end; two cellar doors and a small window in the loft; a double chimney between the parlor and shed, and a flue in the partition wall; a door and two windows to the pent-house; square gables with a small window. After the floors are laid the house to be rough-cast and whitewashed, and the hearth laid by the contractor for the stone-work, who will furnish his own help and deliver it ready to receive the roof by the 8th day of September next, under the penalty of forfeiting two hundred livres of his compensation; and if before the expiration of the said term he should abandon the contract, he will forfeit all his labor done to that period, except in case of sickness, to be certified by the surgeon. The contractor is also to furnish himself with everything necessary, his own tools, scaffolding, ropes, barrels, mortar, picks and shovels, in a word, all he may require to complete his job. Payment will be made in the course of the next spring (1778), in peltries at the current rate, and will also receive from the Reverend Father Bernard one hundred livres in peltries at the completion of his work, part of the amount he is to contribute.”

According to the custom of the day, the letting of the work was proclaimed at the church door, after high mass at noon, for three successive Sundays, June 15, 22, and 29, 1777, and on this last day was awarded to the following parties as the lowest bidders for the same :

“The stone-work as described in the specifications, to Benito Basquez for.....	1400 livres.
“The carpenters’ work, including the timber and lumber, joists, rafters, shingled roof with iron nails, frames for eight doors, eight windows, etc., to François Delan for.....	550 “
“The joiners’ work, laying floors, two board partitions, doors, windows with sashes and shutters, putting on fastenings, etc., to Joseph Verdan for	299 “
Total.....	2249 “

“In presence of FRANCISCO CRUZAT.
 “ANTOINE CUTIAN,
 “ROQUES JACINTO, *Corporals*.
 “COTLIN, *Constable.*”

It will be noticed that the name of Chouteau does not appear in the list of signers to the agreements for erecting the church, nor in that for building the parsonage. He was probably away among the Indians.

On the arrival of Bishop Dubourg at St. Louis in 1818, he found the wooden church in a dilapidated condition, or, to quote the language of Father De Andreis, one of the priests who accompanied him, “falling into ruins.” He determined at once to begin the construction of a new church of brick, the first Cathedral of St. Louis, and on the 29th of

March, 1818, less than three months after the bishop's arrival, the first stone was laid by Bishop Dubourg. This stone is described as having been "hollowed in the form of a chest to contain and preserve to the latest generations the names of benefactors, coins of various descriptions, and some memoirs of the present time." Notice had previously been given (March 6th) to stone-masons, bricklayers, and carpenters that the work was about to be begun, and the construction of the edifice proceeded until its completion in the spring of 1820, announcement being made on the 15th of March of that year that the Cathedral would be opened for divine service in April, probably at Easter. On the 27th of August, 1823, an advertisement appeared in the *Missouri Republican*, in which it was stated that John K. Walker had been appointed trustee to conduct the sale of so much of that part of the ground on which the Catholic Church stood, situated south of the church and south of the graveyard appurtenant thereto, as would be needed to raise the sum of four thousand five hundred dollars, for the purpose of repaying to Auguste Chouteau and others, commissioners of the Catholic Church, money which they had advanced on account of the church.

The new church was located south of the present Cathedral, and had considerable pretensions to architectural effect. It was first used for service on Christmas-day, 1819, though not then finished. During his European tour in 1815, Bishop Dubourg had been presented by generous Catholics with many rich and rare gifts, among which are mentioned a large painting of St. Louis, the tutelary saint of the Cathedral, a gift from Louis XVIII. of France; ancient and precious gold embroideries, and a large and handsome organ, sent to the church by the Baroness Le Caudele de Ghysegheru, a Flemish lady.

The present Cathedral, situated on the north side of Walnut Street, between Second and Third Streets, Rev. Miles W. Toby, pastor, was erected at the suggestion and mainly through the efforts of Bishop Rosatti, who, on Sunday, March 28, 1830, requested from the pulpit that the congregation should hold a meeting at an early day and adopt measures for building a new church. Accordingly, on the 4th of April, 1830, a meeting was held, at which the bishop presided, and Marie Philip Leduc acted as secretary. Among those present were Judge Wilson Primm, Capt. Elihu H. Shepard, and Hon. John F. Darby. A subscription was immediately raised, Bishop Rosatti contributing eight thousand dollars. The dead having been removed from the old cemetery in order to provide a site for the building, the corner-stone was

laid on the 1st of August, 1831, and on the 26th of October, 1834,¹ the edifice was consecrated "to the honor of the most Holy Trinity, under the invocation of Saint Louis of France," by the Right Rev. Joseph Rosatti, Bishop of St. Louis, assisted by the Bishops of Bardstown and Cincinnati.²

Though erected almost in the infancy of the diocese of St. Louis, the Cathedral is a noble and imposing structure, conspicuous for the symmetry and beauty of its architecture. The length of the whole building is one hundred and thirty-six feet and its breadth eighty-four. The front is of polished freestone, and rises to a height of fifty feet, the façade being broken by a portico forty feet wide, supported by four Doric columns, with corresponding entablature, frieze, cornice, and pediment. On the frieze is the following inscription in bas-relief: "In honorem S. Ludovici. Deo Uni et Trino. Dicatum, A.D. MDCCCXXXIV." On each side of the porch is inscribed, both in English and French, "My house shall be called the house of prayer." There are three entrances from the porch, and between the three doors and three corresponding windows are three slabs of Italian marble, with the inscription, *Ecce tabernaculum Dei cum hominibus, et habitabit cum eis*, a text taken from the twenty-first chapter of the Apocalypse, and which is also inscribed in French and English. Originally the porch was inclosed by an iron railing, and was reached by flights of steps rising from the east and west, but subsequently this arrangement was changed, and a flight of steps was constructed rising from the pavement the whole length of the porch. The cornice, with its frieze and entablature, together with the battlements, extends along the front to the corners and about twenty feet along the sides, and the battlements are surmounted by six candelabra about nine feet in height.

The effect of this façade is simple but imposing. On a stone tower, forty feet in height above the pediment and twenty feet square, rests the spire, an octagon in shape, surmounted by a gilt ball five feet in diameter, from which rises a cross of brass ten feet high. In the steeple there is a chime of six bells, the three larger ones weighing respectively two thou-

¹ The last stone on the belfry tower is said to have been placed in position by a colored man named William Johnson. None of the workmen cared to run the risk of performing this dangerous feat, and Johnson volunteered to undertake it. He accordingly ascended the tower and fixed the stone in its place, receiving on his descent the congratulations of the bishop.

² The musical portion of the services was under the direction of Professor Marallano, then a famous teacher in St. Louis, who set an ode, composed by one of the city priests, and a hymn, "written by a local bard," to music for the occasion.

sand six hundred, nineteen hundred, and fifteen hundred pounds, having been made in Normandy, and a large clock, constructed in Cincinnati, which indicates the hours on the four sides of the tower and strikes them on the bells. The interior is divided into a nave and two aisles by two rows of five columns each on either side of the nave. These columns are in the Doric style, four feet in diameter and twenty-six feet high, and built of brick covered with stucco. The ceiling is elliptic, and is divided into eighteen richly-decorated panels. The width of the centre aisle is forty feet and that of each side aisle twenty feet. Above the front doors are two galleries. Beneath one of them are the baptismal fountains, and here also hangs a beautiful painting of the Saviour's baptism. The sanctuary is forty by thirty feet in size, and is elevated nine steps from the floor. Its sides are adorned with pilasters painted in imitation of marble, and with panels decorated with festoons of ears of wheat and vines, symbolic of the Holy Eucharist. The spaces between the pilasters are occupied by arches, two of which have galleries, one for the use of the Sisters of Charity and the other for the use of the choir. In the centre of the sanctuary is the altar, which is richly and beautifully decorated. The altar-piece is a large painting, representing the Crucifixion, on either side of which are two fluted Corinthian columns of blue marble, with gilt capitals supporting a rich entablature, which is surmounted by a pediment, broken in the centre to admit before a window, elliptical in shape, a transparent painting representing the dove, the emblem of the Holy Ghost, surrounded by a glory, and cherubs appearing in the clouds. On the top of the pediment, at either side, the figure of an angel supports the tables of the old law and of the gospel. On the western side of the sanctuary, in an arch near the balusters, is the bishop's chair, with a handsome mahogany canopy, and in a similar arch just opposite is a valuable painting,—a portrait of St. Louis, titular saint of the cathedral,—which was presented to the diocese by Louis XVIII. of France.

At the extremity of each side aisle is a small chapel, both of which are elevated five feet above the floor of the church. The eastern chapel is adorned by an altar-piece representing St. Patrick in pontifical robes. Above the altar-piece are two paintings, one representing the centurion kneeling before the Saviour, and said to be by Paul Veronese; the other the marriage of the Virgin with Joseph. The western chapel has for its altar-piece a picture of St. Vincent de Paul, founder of the Order of Sisters of Charity, rescuing an abandoned child. Near the side doors are two other valuable paintings, one representing

the martyrdom of St. Bartholomew, the other the Virgin Mary holding the infant Jesus in her arms. Beneath the side altars two flights of steps descend to the lower chapel, whose dimensions are eighty-four by thirty feet. The organ was constructed in Cincinnati at a cost of five thousand dollars, and is placed in a loft behind the altar of St. Patrick, communicating with the choir gallery on the eastern side of the sanctuary. On either side of the church are seven arched windows eighteen feet high, adorned with scenes from the life of the Saviour. The interior decoration of the Cathedral is warm and attractive, and the appearance of the ancient edifice on festival occasions is always gorgeous and imposing. In the rear of the Cathedral is a free school building under the charge of the Sisters of Loretto. On the 28th of April, 1871, the preliminary steps were taken for the incorporation of a society having for its object the erection of a new Cathedral. The movement was inaugurated under the auspices of Archbishop Kenrick, Bishop Ryan, and Vicar-General Muhlsiepen, and was supported by prominent capitalists. The ground upon which it was contemplated to erect the building was City Block 915, between Twenty-second and Twenty-third Streets and Chestnut and Pine Streets, which was secured for the purpose by the archbishop. The association was composed of the following members: Most Rev. Archbishop Kenrick; Very Rev. P. J. Ryan, coadjutor bishop; Very Rev. Henry Muhlsiepen, vicar-general; James H. Lucas, Henry S. Turner, Joseph O'Neil, John Withnell, Nicholas Schaeffer, H. J. Spaunhorst, J. B. Ghio, Bernard Crickhard, M. B. Chambers, Julius S. Walsh, John Byrne, Jr., Bernard Slevin, Charles P. Chouteau, Charles Slevin, James Maguire, and Joseph Garneau. A certificate of incorporation was granted to these gentlemen by Judge Lucas, and the association was incorporated under the name of the St. Louis Cathedral Building Association. Pending the erection of the new building, however, the venerable edifice of 1834 continues to rear its massive front, and with the alterations and repairs which were made in 1876 the Cathedral is still a noble and imposing house of worship.¹

¹ The Cathedral was entered by burglars early on the morning of Aug. 27, 1845, but they only succeeded in securing the contents of several charity boxes, amounting in all to about twenty-five dollars.

On the first Sunday of October, 1855, the first Provincial Council of St. Louis was opened at the Cathedral with imposing ceremonies. The bishops composing the Council were Archbishop Kenrick, of St. Louis, and Bishops Miles, of Nashville, O'Regan, of Chicago, Henni, of Milwaukee, Cretin, of Minnesota, and Loras, of Dubuque. After the mass, the music being

In 1876 the Cathedral was repaired and the interior redecored under the direction of T. W. Brady, architect. The exterior, with the exception of the steeple, which underwent extensive improvements, was left unchanged. The entire interior was painted and frescoed by George Couch and Charles F. Krueger, gray being the prevailing tint of the background, relieved by rich but quiet ornamentation. The spaces between the windows were adorned with figures (more than life-size) of St. Malachi, St. Boniface, St. Patrick, St. Ignatius, St. Francis de Sales, St. Kevin, St. Lawrence O'Toole, and St. Bridget. The walls of the sanctuary were likewise adorned with figures of St. Louis, St. Vincent de Paul, and other saints. The old paintings, "The Descent from the Cross," and "St. Louis at his Devotions," which had been familiar to frequenters of the church for many years, remained in their accustomed places, and were brought out in clearer relief by the added freshness and brightness of their surroundings. The year 1876 being the centennial year of the foundation of the parish, a meeting was held at the parochial residence July 11th, and the following resolution was adopted:

"Whereas, Our country is ringing throughout its length and breadth with the shouts of our citizens for this, the hundredth anniversary of our political independence; and, *whereas*, this year is the hundredth anniversary of the foundation of the Cathedral parish; *therefore be it Resolved*, That in this two-fold centennial we celebrate with all the pomp we can the feast of our church on August 27th."

rendered by a choir whose leading members were Miss Julia Pratte, Mrs. Ringling, Miss Maginnis, Dr. Boislinière, and Mr. Young, Rev. Father Murphy, vice-provincial of the Society of Jesus, preached the sermon.

The promoter of the Council was Very Rev. J. Duggan, V. G.; notary, Rev. E. Saulnier; secretary, Rev. J. Banmo; master of ceremony, Rev. P. J. Ryan; theologians of the archbishop and bishops, Rev. P. Patschouski, Rev. E. Rolando, Rev. Father Feehan, Rev. P. O'Brien, Rev. P. J. Ryan, Rev. E. Vignonet, Rev. J. Higginbotham, Rev. P. de Smet, Rev. A. Damen, Rev. P. Larkin, Rev. J. Heiss, Rev. W. Wheeler, Rev. J. Villars, Rev. P. R. Donnelly.

Very Rev. D. Masenou represented the Lazarist religious congregation; Very Rev. Father Murphy, the Jesuits; Rev. Vincent Smyth, the Trappists; Rev. E. Jarhoe, the Dominicans; and Rev. S. A. Paris, the Sisters of St. Joseph.

On the 3d of May, 1857, the Cathedral was the scene of another imposing ceremony, the consecration of the Right Rev. James Duggan, Bishop of Antigonish *in partibus infidelium*, to be Coadjutor Bishop of Chicago, with right of succession, and the Right Rev. Clement Smyth, Bishop of Appanasia *in partibus*, to be coadjutor of the Bishop of Dubuque; and again in May, 1859, the occasion being the consecration of Right Rev. Dr. Whelan as coadjutor to the Bishop of Nashville, and Right Rev. Dr. O'Gorman as Vicar Apostolic of Nebraska. The ceremony was performed by Archbishop Kenrick, assisted by Bishops Miege, of Kansas, and Junker, of Alton. Bishop Smyth, of Dubuque, preached the sermon. Bishop Duggan, of Chicago, also participated in the services.

A committee consisting of Rev. David J. Doherty and John H. O'Neill was appointed at the same meeting for the purpose of preparing from such data as were procurable an address to the parishioners and people of St. Louis, which should embody a history of the Cathedral parish, and which should be published in pamphlet form. In accordance with these instructions the address was prepared and published, and the centennial services at the Cathedral were held Aug. 27, 1876. The front of the building was trimmed with evergreens in honor of the occasion, and an immense assemblage was attracted to the scene. Among those present inside the building, to which entrance was only to be obtained by means of cards of admission, were Judge Wilson Primm, who many years before had been leader of the Cathedral choir, Senator Bogy, Col. J. O. Broadhead, Hon. Thomas E. Reynolds, Capt. Thorwegen, John F. Gibbons, and Col. A. W. Slayback. The altars were ablaze with light, and the decorations unusually rich and brilliant. High above the altar, in letters formed by gas-jets, was the inscription, *Gloria in Excelsis Deo*. The orchestra opened the services with the prelude to a mass by Giorza, and the procession of clergy marched into the sanctuary. It was composed of three acolytes, twenty-five priests and monks, and three bishops. The grand high mass was celebrated by Right Rev. Bishop Ryan, with Very Rev. H. Muehlsiepen, V. G., as archdeacon of honor; Rev. Joseph Henry, of St. Lawrence O'Toole's, as deacon; Rev. P. L. McEvoy, of St. Kevin's, as sub-deacon; and Rev. C. Smith as master of ceremonies.

In the sanctuary were the following clergymen: Right Rev. Bishop Hennessy, of Dubuque, attended by Rev. Andrew Eustace, of St. Michael's; Right Rev. Bishop Hogan, of St. Joseph, attended by Rev. William Walsh, of St. Bridget's; Very Rev. P. J. O'Halloran, V. G., of East St. Louis; Rev. T. M. Keilty, of the Holy Angels; Rev. P. P. Brady, of the Annunciation; Rev. M. Reilly, of St. Columbkil's; Rev. R. Hayes, of St. Lawrence; Rev. T. Hanlon, of St. Michael's; Rev. M. W. Tobyn, pastor of Cathedral parish; Rev. George Watson, Rev. D. S. Phelan, of St. Aloysius; Rev. Father Maurice; Rev. Fathers Rosenbauer, Murphy, and Luytelaar, of St. Alphonsus'; Rev. E. Fenlon, of St. Bridget's; Rev. H. Kelly, of Cheltenham; Rev. T. Burke, of St. Vincent's; Rev. G. Powers, of St. John's; Rev. M. Brennan, of St. Malachi's; Rev. P. Morrissey, of the Annunciation; Rev. F. Ward, S.J., College Church; Rev. Father Servatius, O.S.F.; Brother Virgil, of the Christian Brothers.

The music, under the direction of Professor Campi,

was very fine, the choir being composed of the following: Misses Peake, Pomarede, Overstolz, Whipple, E. Schumacher, B. Schumacher, De Kalb, Mulholland, De Campi, and Keller, Mrs. Coester, Mrs. Kreiter, and Mrs. Johnson, and Messrs. Allman, Diehm, A. Wiseman, J. Wiseman, Singer, Dierkes, Schraubstadter, Sexton, Overstolz, and Field.

Just before the delivery of the sermon, Father Doherty read a statement of the cost of the repairs to the Cathedral, which had just been completed. The renovation of the roof and steeple, he said, had cost \$2618, the remodeling and repair of the windows \$1100, the renovation and fresco-work in the interior \$2600, making a total of \$6318. The amount already paid on this score, together with the cash still on hand for that purpose, was \$3300, leaving the considerable sum of \$3000 still to be raised. It was this fact which led to the adoption of the plan of selling seats for the celebration, and it was this which also determined the finance committee to take up a collection. They did this, added Father Doherty, with a full realization of the fact that there were few St. Louisans, either Catholic or Protestant, who did not love the very stones of which the old Cathedral was built.

Rev. G. Powers, of St. John's Church, then delivered the sermon, his text being taken from the twenty-first chapter of St. John's Apocalypse, in which occur the words, *Ecce tabernaculum Dei cum hominibus, et habitat cum eis* ("Behold the tabernacle of God with men, and He will dwell with them"), inscribed on the mural slab over the main entrance to the church. After the sermon the collection referred to by Father Doherty was taken up.

At the close of the mass the altar was rearranged and the service of the benediction followed, Bishop Ryan still officiating. After the benediction the orchestra and chorus rendered with grand effect Haydn's "Te Deum Laudamus," with which the exercises closed.

PASTORS OF CATHEDRAL PARISH.—On a previous page we have given the succession of early pastors and priests who officiated in the Cathedral parish, but for purposes of reference we recapitulate them here.

List of priests who officiated in St. Louis from the foundation of the city up to about the time of Bishop Dubourg's arrival:

Fathers Meurin, from May, 1766, to Feb. 7, 1769; Gibault, June, 1770, to January, 1772; Valentin, May, 1772, to June, 1775; Meurin, Oct. 4 and 5, 1776; Hilaire, March 19, 1776; Bernard, May, 1776, to 1789; Ledru, November, 1789, to September, 1793; Didier, December, 1793, to April, 1799; Lusson and Maxwell, July, 1798, to May, 1799; Lusson, March 23,

1799, to March 23, 1800; Janin, April 6, 1800, to Nov. 12, 1804; Maxwell, March 2 to May 29, 1806; Olivier, Sept. 14 and 15, 1806; Flynn, Nov. 9, 1806, to June 2, 1808; Maxwell, June 5 and 8, 1808; Guillet, July 20 to Aug. 26, 1808; Dunand, Dec. 23, 1808, to Jan. 18, 1809; Guillet, Dec. 24 to 31, 1809; Bernard, Feb. 6 to July 13, 1810; Maxwell, July 30, 1810; Dunand, Aug. 5, 1810; Maxwell, Aug. 12 to 15, 1810; Guillet, Nov. 2, 1810, to June 23, 1811; Dunand, July 30, 1811, to Aug. 2, 1811; Guillet, Aug. 9, 1811, to Dec. 1, 1811; Savigne, Dec. 11, 1811, to Sept. 15, 1812; Dunand, Nov. 10, 1812; Savigne, Feb. 11, 1813; Dunand and Savigne, March 14, 1813; Dunand, March 17, 1813; Savigne, May 12, 1813, to Oct. 3, 1817.

In January, 1818, there arrived, in company with Bishop Dubourg, Rev. Fathers De Andreis, Rosatti (afterwards Bishop of St. Louis), Acqueroni, Ferrari, and Carretti, and these priests officiated at the Cathedral and labored in the parish. Up to 1826 the following additional clergymen officiated from time to time at the Cathedral: Fathers Pratte, De Neckere (afterwards Bishop of New Orleans), Cellini, Saulnier, Neil, Damen, Titchitoli, and Jean-Jean. During the administration of Father Rosatti, from 1824 to 1843, many priests officiated at the Cathedral, among them being Fathers Timon (afterwards Bishop of Buffalo), Lutz, Loisel, Verhaegen, S.J., Doutrelingue, Paguin (afterwards sent to the mission of Texas, where he died of yellow fever), Roux, Condamine, Borgua, Lefevre (afterwards Bishop of Detroit), Tucker, St. Cyr (now over seventy-two years of age, blind, and an inmate of the Convent of St. Joseph, in South St. Louis), Fontbonne, Jamison, Fischer, Odin (later Archbishop of New Orleans), P. R. Donnelly, Hamilton, and others.

In 1847 the Cathedral received its crowning honor by being made a metropolitan church, Bishop Kenrick being raised to the archiepiscopacy. Under him, during the earlier days, served Fathers Lutz, Saulnier, Carroll, Cotter (who was killed while attending a sick call in Washington County), Paris, and Heim. The epitaph on the grave of Father Heim in Calvary Cemetery tells that he was "The Priest of the Poor." In 1861 the Redemptorist Fathers arrived in St. Louis on invitation of the archbishop, and had charge of the Cathedral until 1868, when they removed to their own beautiful St. Alphonsus Church.

In addition to those already mentioned who have left the Cathedral to become bishops are Fathers Feehan, Hennessy, Duggan, Hogan, and Ryan.

The first St. Vincent de Paul Society on the banks of the Mississippi, and perhaps the first in America, was organized Nov. 20, 1845, the first meeting being held in the little school-house on Second Street, attached to the Cathedral, a building afterwards destroyed by the great fire of 1849. The second meeting was held on the 27th of the same month. Among

the first members were Bryan Mullanphy, Father Heim, Father John O'Neil, John Haverty, John Everhart, John Ennis, John Dorack, Robert Mitchell, Joseph O'Neil, Michael O'Keefe, Dr. Linton, Dr. O'Loughlin, James Maguire, John Byrne, Jr., Dennis Galvin, John Amend, Francis Saler, and Joseph Murphy. Prominent among these were the venerable Father Heim and Judge Mullanphy, who were practically the founders of the organization. John Haverty and Robert Mitchell also became very active in the subsequent work of the society.

St. Francis Xavier Church, otherwise known as the "College Church," was the sixth in the series of structures erected by the Jesuits in charge of St. Louis University. It was located on the lot originally given by Jeremiah Conner to Bishop Rosatti for college purposes, and made over by the bishop to the Jesuits in 1828. The corner-stone was laid in the spring of 1840, Rev. G. A. Carrell, afterwards president of the university, addressing the people from the eastern balcony of the college, and the building was dedicated and occupied on Palm Sunday, 1843. It is a substantial brick structure, Romanesque in style, with sixty-seven feet front on Ninth Street by one hundred and twenty-seven feet on Christy Avenue, extending back to the eastern end of the old college building. It has a large basement, in which the parochial school was conducted until its removal, in 1846, to a house built expressly for it. On the 19th of May, 1851, the church was transferred by the vice-provincial of the Society of Jesus in Missouri to the control of the St. Louis University, which assumed an uncanceled debt on the building of thirty-eight thousand seven hundred and fifty dollars. The church has a seating capacity of three thousand, and is often filled to its utmost capacity, people from all parts of the city making up the congregations. The interior is imposing and richly decorated, and its walls are hung with paintings, many of which are considered to be of great value. Among the interesting incidents connected with the history of this church were the consecration, Feb. 11, 1849, of Father J. Van de Velde, Bishop of Chicago, on which occasion the officiating clergy were Archbishop Kenrick, Bishop Loras, of Dubuque; Bishop Mills, of Nashville; and Bishop De St. Palais, of Vincennes, and the consecration, March 25, 1851, of Father Meige, Bishop of Kansas. At the latter ceremony Archbishop Kenrick and the Bishops of Vincennes and Chicago officiated.

The services in commemoration of the Golden Jubilee of the university on the 26th of June, 1879, were also conspicuous among the imposing ceremonies which have been held from time to time in this church.

The rectors or presidents of the university have always been *ex officio* pastors of the church. They have had for assistants, since 1843, Fathers George A. Carrell (afterwards Bishop of Covington, Ky.), Arnold Damen, Cornelius F. Smarius,¹ John O'Neil, Michael Corbett, Edward Higgins, Patrick J. Ward, the present assistant pastor. The principal societies connected with the church are the Young Men's, St. Joseph's, Young Ladies', and St. Ann's Sodalities. There are two Sunday-schools, attended, in the aggregate, by twenty-eight teachers and eight hundred scholars.

THE YOUNG MEN'S SODALITY was instituted by Rev. Arnold Damen, S.J., in 1846, under the protection of the Virgin. The first sodality, after which all the others are patterned, was organized in Rome in 1563, by Father John Leonius, S.J., then a teacher in the Roman College. It consisted at first of youths, who were placed under the special protection of the Blessed Virgin, but it found favor with Pope Gregory XIII., who by an encyclical letter in 1584 gave it the papal sanction, and commended its example to the Catholic world, vesting powers of direction and indulgences in the Jesuits who should establish branches. From this beginning sodalities have been organized wherever the Society of Jesus has colleges or churches, while the mother or Roman Sodality has numbered in its membership popes, cardinals, bishops, priests, and saints, as well as temporal princes, magistrates, and distinguished men in every class of society. The sodality attached to St. Francis Xavier's Church has for its object the promotion of sociability and brotherly love, and the practice of virtuous principles among its members. It meets every Sunday morning at a quarter past nine, except on the last Sunday in the

¹ Father Cornelius F. Smarius was born on the 3d of March, 1823, in Tilburg, province of North Brabant, Holland. When yet a child his parents died, and his education was undertaken by his relatives, who at the proper time placed him in the smaller seminary of St. Michael's, Gestel, where he pursued his classical studies with zeal and industry. He early gave token of his wonderful oratorical powers, which appear to have been hereditary, his father having been an eminent speaker. The young student was even more distinguished for his piety and missionary zeal than for his genius. He was at the head of every pious association, and often gathered his fellow-students around him and exhorted them to the practice of virtue. Having completed his classical studies, he came to this country in 1841 to devote his life to missionary labor. After the customary trials of the Jesuit novitiate, he filled the office of a college professor in Cincinnati, and at the St. Louis University. Between these duties and the completion of the longer course of studies usually performed by the Jesuits he spent his time up to 1858, when he was made pastor of St. Xavier's (College) Church. In 1860 he was sent to the missionary house of the Society of Jesus at Chicago, and died on the 1st of March, 1870.

month, when it meets at seven o'clock and proceeds in a body to St. Xavier's Church to partake of the Communion. Frequent social gatherings are held at stated times. Sodality Hall, on the southeast corner of Ninth Street and Christy Avenue, was erected by St. Louis University in 1855, and besides rooms for meetings, contains a library of two thousand volumes and a reading-room supplied with local and Catholic periodicals. In 1880 a new class of members, known as the Veteran Corps, was organized within the sodality, its object being to recall such of its earlier members as had withdrawn from active fellowship. Fifteen years' membership constitutes eligibility to the corps, and it has now about two hundred names on its roll. The total present active and honorary membership of the sodality numbers six hundred and thirty-four, and its officers are a spiritual director, prefects (first and second), secretary, treasurer, librarian, and twelve consultants, all of whom form the council of the sodality.

ST. JOSEPH'S SODALITY, for married men, was organized by Father O'Neil about fifteen years ago. It meets in Sodality Hall at two o'clock on Sunday afternoons.

THE YOUNG LADIES' SODALITY of the Blessed Virgin Mary was organized by Rev. A. Damen, S.J., Aug. 15, 1848, with twenty-eight members. Since then fifteen hundred names have been enrolled, and the present active membership numbers five hundred. On the first Sunday of every month the members approach the Holy Communion in a body, their average attendance being three hundred and fifty. On other Sundays they meet to recite the offices of the Blessed Virgin Mary, with an average attendance of three hundred. The sodality occupies one story of Sodality Hall, and possesses a fine library of over eighteen hundred volumes. It also has a burial lot in Calvary Cemetery. A Mutual Benevolent Association, which is very flourishing and productive of great good, is sustained by its members. Rev. F. J. Boudreaux is the present director.

ST. ANNE'S SODALITY for married women was organized under the title of the Immaculate Conception Sodality, Dec. 8, 1875, by Rev. P. J. Ward, S.J., who was chosen at the time, and has since remained its spiritual director. St. Anne was selected as secondary patron, hence the name afterwards adopted. The officers at first consisted of prefect, first and second assistants, secretary, sacristan, treasurer, and twelve consultants; but the growth of the sodality rendering others necessary, there are now in addition to the above three assistant secretaries, an assistant sacristan, assistant treasurer, two medal-bearers, and

six regulators. These officers are elected by the vote of the whole sodality at the annual meeting in April. The regular meeting takes place every Sunday afternoon (except the third Sunday) for reciting the offices of the Blessed Virgin and instruction. On every third Sunday the sodality attends the Holy Communion. An annual retreat of one week is also given, and all who attend it are admitted to membership, dispensing with the three months' probation usually required of postulants. The retreat is closed by mass and Communion, followed by the act of consecration for postulants, and its renewal for old members, with closing instruction and benediction. High masses of requiem for deceased members are said both during retreat and as soon as possible after the death of any member. The average monthly number of communicants during the past year has been three hundred and five. The sodality began in 1875 with ninety-six members, and on the 1st of January, 1882, numbered five hundred and sixty-five members. Several, however, have since been dropped for non-attendance, leaving the actual membership four hundred and fifty. Since the beginning there have been twenty-seven deaths.

St. Joseph's Church, at the northeast corner of Eleventh and Biddle Streets, Rev. Lambert Etten, S.J., pastor, was established for the use of German Catholics by the members of the Society of Jesus attached to the St. Louis University. The congregation first met for worship in 1840, in St. Aloysius Chapel, on the grounds of the university on Washington Avenue, and when St. Francis Xavier Church was finished this chapel was given up to them. The ground for St. Joseph's Church was given by Mrs. Ann Biddle, and work was begun March 1, 1844. The corner-stone was laid in April, 1844, and the building, which was eighty by one hundred and twenty feet, was finished and dedicated Aug. 2, 1846. The building was in the Ionic style of architecture, and was surmounted by a spire one hundred and fifty feet in height. The interior was divided into a nave and two aisles, and was finished after the Corinthian order. George Purves was the architect. The parish grew very rapidly, and under the pastorate of Father Weber, S.J., the church was greatly enlarged and improved. The corner-stone of a new building was laid in the latter part of June, 1865, and the completed structure was dedicated Dec. 30, 1866. In 1880 the present front with the steeples was added, making the dimensions of the whole edifice one hundred and twelve by one hundred and eighty feet. As it now stands, with its massive proportions and lofty towers, it is one of the most spacious and imposing

church edifices in the country. It will seat two thousand six hundred persons, but as many as four thousand five hundred have been contained within its walls. The exterior is in the Romanesque style of architecture, and the interior is magnificently decorated, the grand altar having cost ten thousand dollars. In the semi-dome are five panels, each of which contains colossal figures in natural colors, representing the Virgin Mary, SS. Ann and Joachim, Abraham and David, surrounded by appropriate emblems. These are again crowned by another composition, as is seen through the eye of the first dome, representing the Holy Trinity. The diffused light produced by mechanical combinations reflected on these figures has a magnificent effect.

The nave is separated from the aisles by a range of Corinthian columns of Sienna marble supporting semi-circular arches, and terminating with a semi-dome, or apse, inclosing the high altar. These columns and arches support a clear-story, which is perforated by windows, and separated from the arches by a crowning entablature, which forms the base sustaining the semi-circular arches spanning the nave. The spaces or bays between the columns and walls forming the side aisles are covered by small domes, giving to each section a separate compartment. On south end of the interior is the styolite sustaining the choir and galleries. The parochial schools are located in three brick buildings, three stories high, on Eleventh Street, between Cass Avenue and O'Fallon Street, built in 1857, 1860, and 1862, and are under the charge of the Sisters de Notre Dame and of secular teachers. The buildings and ground cost about sixty thousand dollars; and the schools are conducted by eleven teachers, and attended by nine hundred pupils. The successive pastors of the church have been Rev. Fathers J. Cotting, 1840; Hofbauer, 1846; Seisl, 1847; Patschowski, 1851; Joseph Weber, 1859; Tschieder, 1870; Fr. Hagemann, 1876; L. Etten, 1881, all of the Society of Jesus; Fathers Joseph Weber (who has been attached to the church for twenty-nine years), F. X. Whippert, and Francis Braun, all of the Society of Jesus, are assistant pastors. The parish comprises eight hundred families and two thousand communicants, and the Sunday-school has four teachers and four hundred pupils. The congregation is exclusively German, and has connected with it a Young Men's Sodality of two hundred members; Young Ladies' Sodality, two hundred and thirty members; Married Men's Sodality, organized 1881, one hundred and twenty members; St. Joseph's Benevolent Society, two thousand members; St. Vincent de Paul Society, and others.

St. Mary of Victories, another German Church, was organized by the Rev. Peter Fischer, its first pastor, in 1843, its original members being a portion of the Cathedral congregation. The deed of the church property bears the date of Feb. 8, 1843. The corner-stone of the present church, which is located at the northeast corner of Third and Mulberry Streets, was laid June 25, 1843, and the building was blessed on the 15th of September, 1844. In 1859-60 an addition to the church on the east side, increasing it more than one-half its former size, and the tower were built, and on the 13th of May, 1860, the church was consecrated. Archbishop Kenrick officiated, assisted by Rev. R. Niederkorn, S.J., of St. Joseph's Church; Rev. Dr. Salzman, of Milwaukee; Rev. Mr. Golter, of the Church of SS. Peter and Paul; and Rev. Mr. Ziegler, Fathers De Smet, S. J. Bannon, and others. The second pastor was Very Rev. Joseph Melcher, V. G., 1847 to 1868; the third, Very Rev. Henry Muhlsiepen, V. G., March to August, 1868; the fourth and present pastor, Rev. William Faerber, S.J., was appointed August, 1868. The church owns the west half of the block on which it stands (except twenty-two feet on the northwest corner), or two hundred and twenty-five by one hundred and fifty feet. The parochial school, a two-story brick building, eighty-two by seventy-six feet, adjoins the church on the north. It was established in 1855, and is under the charge of one secular teacher and five Sisters of Notre Dame. It is attended by four hundred pupils. About two thousand persons (adults and children) are connected with this congregation. The Sisters of Notre Dame, of whom there are several in the city, in charge of different parish schools, have a small convent or residence at 742 South Third Street, on a part of the church lot.

St. Patrick's Church.—The corner-stone of St. Patrick's Church, situated at the northwest corner of Sixth and Biddle Streets, was laid in 1843, and the building was dedicated in 1845. It is a Gothic brick structure, seventy-five by one hundred and twenty feet, with a spire one hundred and ninety feet high, and its interior is highly decorated. The main altar, of Italian marble and highly artistic workmanship, is one of the costliest and handsomest in America. The parochial schools are located on the west side of Seventh Street, between Biddle and Carr, on a lot one hundred and twenty by one hundred and twenty-seven and a half feet. The building is a large three-story brick structure, the corner-stone of which was laid Oct. 29, 1871. The cost of erection was seventy-five thousand dollars. The schools are conducted by the Christian Brothers and Sisters

of St. Joseph. This parish is the largest in the city, and contains nineteen hundred families, fully eight thousand people attending the different Sunday services. The successive pastors have been Revs. Fathers Lutz, Hamilton, William Wheeler, P. A. Ward, John Higginbotham, William Wheeler (again), James Fox, James J. Areher, James McCaffrey, assisted by Fathers Healy and J. R. Hayes.

Father Wheeler, who is conspicuously identified with the history of St. Patrick's parish, died at Munich, Bavaria, Feb. 27, 1870. Father Wheeler was born a short distance from Dublin, Ireland. His father was an Englishman, a convert to Catholicism, and his mother of Irish parentage. He came to this country about the year 1845, with a band of students, and landing in New York, repaired to St. Louis, where he was subsequently ordained. The first ministerial charge of Father Wheeler was in connection with St. Patrick's Church, and with the exception of a few brief interruptions, he was identified with this parish for twenty-two years. He first discharged the duties of assistant, and then became pastor of the church. During the interruptions alluded to in his connection with St. Patrick's Church he officiated at the Cathedral for a short time, and subsequently acted as pastor of St. Michael's Church. These, however, were but episodes in his career, which was mainly associated with St. Patrick's parish. Previous to his connection with the Cathedral he visited Europe, in company with Father Higginbotham, who, however, did not return with him.

In November, 1870, Father Wheeler again left for Europe to attend the Council of the Vatican. His position in that body was that of theologian for Bishop Fechan, of Nashville, whom he accompanied to Rome. He left St. Louis about the 1st of February, and in a letter to Father Ryan stated that he proposed making a short tour through Germany and other portions of Continental Europe, and expected to return to St. Louis about the 1st of May. Previous to his departure for Rome his parishioners gave him a banquet, and otherwise expressed their respect and esteem. Father Wheeler was a hard-working and devoted divine, and during the cholera epidemic of 1849 he labored ceaselessly in his ministrations among the sick and dying. He was between fifty-five and sixty years of age.¹

¹ A meeting of the Catholic societies was held in St. Patrick's school-house adjoining the church June 18, 1870, to arrange for the celebration on the following Sunday of the twenty-fifth anniversary of the coronation of Pope Pius IX. D. Donovan was president of the meeting, M. H. Phelan was secretary, and the following societies were represented: Holy Trinity Parish

St. Vincent de Paul's Church, for both German- and English-speaking congregations, is situated at the southwest corner of Deatur Street and Park Avenue, and the pastor is Rev. James McGill, C.M. The parish was founded by Rev. John Timon, afterwards Bishop of Buffalo, N. Y., and is presided over by the priests of the Congregational Mission, established by St. Vincent de Paul. The building was begun in 1843, and consecrated in 1845. It is a massive brick edifice of Roman architecture, with a large cupola in the centre of the roof, and is sixty-four by one hundred and fifty feet. The total cost of construction was thirty thousand dollars. The congregation is composed of English and Germans, and separate masses are said for each. Both languages are taught in the parochial schools, of which that for boys, under the charge of the Christian Brothers, is held in a brick building, corner of Park Avenue, adjoining the church, which was erected in 1859 for fourteen thousand dollars, and has over five hundred pupils. The girls' school is situated on the northwest corner of Marion and Eighth Streets (one block east of the church), and is conducted by the Sisters of St. Joseph, who reside in the building. Father James McGill is Superior and pastor of the English-speaking portion of the congregation, and Rev. J. G. Uhland, C.M., is pastor of the Germans; Rev. D. W. Kenrick and A. P. Kreuz, C.M., are assistants. The parochial residence is just south of the church. About six thousand persons attend worship regularly at St. Vincent de Paul's.

Church of SS. Peter and Paul.—The congregation of SS. Peter and Paul was organized in 1848 by its first pastor, Rev. Simon Sigrist. Its first church was a frame building on the site of the present church, at the corner of Allen Avenue and Seventh and Eighth Streets, and the second, situated on the same lot, was of brick, with a seating capacity of seven hundred. Its corner-stone was laid Oct. 1, 1851, and the building was dedicated in October, 1854. On the 17th of June, 1873, the demolition of the structure was begun, and on the 12th of April, 1874, was laid the corner-stone of the present edifice, which was consecrated Dec. 12, 1875. It fronts eighty-three feet on Eighth Street, and extends two hundred and four feet from Seventh to Eighth, the entire depth of the block, with a transept ninety feet

Benevolent Society, Young Men's Sodality of the College, St. Joseph Sodality of St. Xavier Church, Shamrock Benevolent Society, Father Mathew Young Men's Total Abstinence and Benevolent Society, Roman Catholic Total Abstinence and Benevolent Society, Hibernian Benevolent Society, United Sons of Erin Benevolent Society, St. Bridget's Young Men's Sodality, and St. Aloysius' Society of the Annunciation Church.

in length. It is of uncut Grafton limestone, of the fourteenth century Gothic style, and is one of the most beautiful and imposing churches in the city. The structure is surmounted by a steeple three hundred and fourteen feet high. The building is constructed in the most substantial manner, and with studied care to secure the best effects of interior decoration. The church is well lighted with stained-glass windows, and the three altars are exceedingly beautiful, the altar to St. Mary having figures of the Virgin, St. Catherine, and St. Elizabeth. The altar of St. Joseph has also figures of St. Boniface and St. Francis de Sales. The church will seat three thousand people, and cost two hundred thousand dollars. It was built without assistance from any fair, picnic, dance, or other festival, although the congregation (all Germans) was almost exclusively of the working classes. The consecration services were conducted by the Right Rev. Bishop P. J. Ryan, D.D., assisted by Rev. Father Groembaum, deacon; Rev. William Kleibighaus, sub-deacon; Rev. H. Groll, assistant deacon; Very Rev. H. Muhlsiepen, V. G., master of ceremonies; also Rev. Father Ruesse, Rev. C. Wahpelhorst, Rev. H. Vandersauten, chancellor; Rev. William Faiber, of St. Mary's; and Rev. H. Krabler, C.M. Pontifical high mass was conducted by the Right Rev. Bishop Heiss, D.D., of La Crosse, Wis., assisted by Very Rev. H. Muhlsiepen, V.G., archdeacon; Rev. Father Hoeynek, of St. Liborius, deacon; Rev. Father Schilling, of Lowell, sub-deacon; Very Rev. C. Wahpelhorst, master of ceremonies. A sermon in English was delivered by the Right Rev. Bishop Fitzgerald, D.D., of Little Rock, and one in German by the Right Rev. Bishop Krautbauer, D.D., of Green Bay, Wis.

Pastor Sigrist was succeeded by Rev. Francis Goller on Jan. 1, 1858, and since 1870 he has had for assistants Rev. Fathers H. Groll, W. Klevinghaus, and F. Ruesse. The parochial school is conducted under the charge of the Sisters of Notre Dame, in a large three-story brick building adjoining the church on Eighth Street; it has sixteen teachers and twelve hundred pupils. The entire church property is valued at three hundred thousand dollars. The principal societies connected with the congregation (which numbers about one thousand families) are the St. Paul's Benevolent Society, of six hundred members, with a cash capital of twenty thousand dollars; the Young Men's Sodality, of two hundred members; and the Young Ladies' Sodality, of three hundred members. The pastoral residence adjoins the church on South Seventh Street. The cemetery belonging to the church is situated on Gravois road.

St. Michael's Church, northeast corner of Eleventh and Exchange Streets, Rev. Andrew Eustace, pastor, was founded by Rev. Father Hogan, afterwards Bishop of St. Joseph, Mo., and the present brick building, forty-five by ninety feet, which was built in 1855, at a cost of twenty thousand dollars, took the place of an old building that had been occupied by the congregation for many years previous. The parochial school is located at the northwest corner of Eleventh and Benton Streets, in a large brick building erected in 1859, at a cost of thirty thousand dollars, which will accommodate five hundred pupils. It is conducted by the Sisters of Loretto. About four hundred families (two thousand persons) are connected with the congregation.

Holy Trinity (German) Church, situated at the southwest corner of Mallinckrodt and Eleventh Streets, Rev. Frederick Brinkhoff, pastor, was organized, and its first house of worship built in 1851, by Father Lorenz, its first pastor. In 1858 the church was demolished and the present structure erected. It is a large brick structure of the Romanesque style of architecture, fifty-four by one hundred and twenty feet, and the church lot, which is one hundred and seventy feet square, also contains a fine parochial residence. The parish school, a three-story brick building sixty by fifty feet, on a lot eighty by one hundred and thirty-five feet, stands on the corner opposite to the church. It was built in 1871, the school having previously been conducted in the basement of the church. Father Devanny succeeded the first pastor and preceded the present; Rev. Paul Weis is assistant pastor. The parish comprises four hundred and fifty families, with fifteen hundred communicants; and there are seven teachers and four hundred and fifty pupils in the Sunday-school.

St. Bridget's Church.—The first St. Bridget's Church was erected in 1853, and the corner-stone of the present building, which adjoins it, and which is situated at the northeast corner of Carr Street and Jefferson Avenue, was laid by Archbishop Kenrick on the 7th of August, 1859. The building was finished during the pastorate of Rev. David Lillis, its first rector, at a cost of thirty-five thousand dollars. It has a front of seventy-five feet on Jefferson Avenue, with a depth of one hundred and thirty-five feet, and its architecture is a mixture of the Gothic and Byzantine orders. The old church, erected in 1853, is now used as the boys' parochial school, in charge of the Christian Brothers. The parochial school for girls is situated on the northwest corner of Jefferson Avenue and Carr Street, in a handsome-brick building of four stories and a basement, which contains

twelve rooms, and is capable of accommodating seven hundred scholars. The school is in charge of the Sisters of St. Joseph. The parish contains about five thousand persons, and nearly twelve hundred children attend the Sunday-schools. The pastor of St. Bridget's is Rev. W. Walsh, and his assistants are Revs. F. R. Gallagher and J. J. Hartly.

St. John of Nepomuk (Bohemian) Church was established in 1854 by the first pastor, Rev. Henry Lipoosky, who was succeeded by the Rev. Francis Trojan in 1856, and by the present pastor, Rev. Joseph Hessoun, in 1865. A frame building, thirty-five by seventy feet, was erected on the site of the present church (northwest corner of Soulard and Rosatti Streets), and dedicated in 1854. In the spring of 1870 the frame structure was torn down, and a church erected after plans prepared by Adolphus Druiding, architect. The corner-stone was laid May 15, 1870, and the building was dedicated Nov. 27, 1872. It is a handsome brick structure of the Gothic order, sixty by one hundred and fourteen feet, and is capable of seating five hundred and twenty persons. The ground on which the church stands was presented to the congregation by Father Renaud, a French priest. The church now owns seven lots, and its property is valued at sixty thousand dollars. The parochial school was organized in 1866, and the school buildings (two in number) are located on Rosatti Street near the church. Six Sisters of Notre Dame and one secular teacher have charge of the school, which numbers five hundred and twenty pupils. Connected with the church are the following societies: St. Wenceslaus Benevolent Society, with two hundred and fifty-two members; St. John of Nepomuk Benevolent Society, one hundred and four members; St. Joseph Benevolent Society, seventy-six members; Knights of St. John of Nepomuk, forty-six members; St. Vincent Conference for the Poor, fifty-eight members; St. Aloysius Young Men's Benevolent Society, sixty-seven members; St. Stanislaus Young Men's Society, sixty-five members; St. Ann's Ladies' Benevolent Society, one hundred and seventy-five members; St. Ludmilla's Ladies' Benevolent Society, one hundred and fourteen members; St. Mary's Young Ladies' Society, one hundred and two members; St. Agnes Young Ladies' Society, seventy members. About five hundred families are connected with the parish, and the actual membership numbers one thousand six hundred persons, but the church is attended largely by Bohemian families beyond the limits of the parish.

St. Liborius (German) Church, Nineteenth and Monroe Streets, Rev. E. Hocynek, pastor, was erected

in 1855, at a cost of fifty thousand dollars, by Rev. Stephen Schiveihoff, founder of the parish, who died in 1869, and was succeeded by the present pastor. The church is a fine Romanesque brick structure, sixty by ninety feet, but is becoming too small for the rapidly increasing congregation, which contemplates the building of a larger and finer edifice. The parochial schools, which occupy a three-story brick building on Nineteenth Street near the church, erected in 1856, at a cost of ten thousand dollars, are under the charge of the Sisters of Notre Dame (who reside in the building) and of one secular teacher. Rev. Henry Schrage is the assistant pastor. The congregation comprises about six hundred families and thirteen hundred communicants. Fully two thousand persons attend the regular Sunday services.

St. Lawrence O'Toole's Church.—Rev. James Henry, the present pastor of St. Lawrence O'Toole's Church, was appointed on the 7th of February, 1853, assistant pastor of St. Patrick's Church, and while serving in that capacity carried on mission work in the outlying districts of the parish, which extended to the old reservoir, and which in those days were an open prairie and almost a wilderness, Seventeenth Street being then the limit of the city. In April, 1855, he was authorized by Archbishop Kenrick to organize a congregation and establish a new parish, to be taken from St. Patrick's, and to be known as St. Lawrence O'Toole's. A lot, eighty-four feet three inches by one hundred and twenty-five feet, at the northwest corner of O'Fallon and Fourteenth Streets, was presented for the purpose by Miss Jane Graham, a member of the Mullanphy family, and upon this site a church thirty-eight by eighty-six feet was erected and dedicated Dec. 16, 1855. Mrs. Jane Chambers, only surviving child of John Mullanphy, gave an additional lot in the rear of the church lot, thirty-five feet on O'Fallon Street by eighty-four feet three inches in depth, on which was erected a building (still occupied), twenty-nine by seventy-four feet, for the parochial school, which was opened under the charge of the Sisters of St. Joseph in 1858. Father Henry slept in the basement of the church, in a small space, hardly to be called a room, under the bell-tower, considerably exposed to the elements. The tower was open, and the boys of the neighborhood were much addicted to ringing it at night, startling good Father Henry and the whole neighborhood with false alarms of fire.

In 1864 the church lot was exchanged for the one now occupied on the southwest corner of Fourteenth and O'Fallon Streets, and the old church was demolished and its materials used in the construction of a new edifice. The corner-stone was laid by Archbishop

Kenrick on the 31st of January, 1864, and the occasion was made memorable by the presence of Gen. Rosecrans, who had just been appointed to the command of the Department of the Missouri, and who, in the presence of the ten thousand spectators assembled, knelt down to receive the archbishop's blessing. The building had progressed to the roofing, when it was entirely destroyed by a cyclone. Work was at once begun anew, and the completed structure was consecrated by Archbishop Kenrick in the summer of 1865. Its dimensions are seventy-five by one hundred and fifty feet, and it has held two thousand five hundred persons sitting and standing. The main altar, of white, blue-veined marble, beautiful in itself, is still further embellished by three medallions of white marble (executed by a sculptor who accompanied Maximilian to Mexico), the central one of which is the head of Christ crowned with thorns in high relief, and deserving to rank among the most exquisite gems of modern art. There are two altars, one on each side of the main altar, and similar to it in style and material, both of which were erected by Mrs. Hudson as memorials of her husband, Thomas B. Hudson, and of her niece, Lizzie Hudson Thatcher. A fourth altar, dedicated to St. Joseph, was also a gift of Mrs. Hudson. The size of the present church lot is one hundred by one hundred and eighty-six feet, and on the rear portion, adjoining the church, stands a commodious parsonage. Another lot, eighty-two by one hundred and twenty-five feet, on Fourteenth Street near Biddle, is owned by the church, and upon it a new parochial school, sixty by one hundred feet, is in course of construction. The parish contains a population of thirty thousand, of which five thousand are connected with this church. Its Sunday-school is attended by thirty-five teachers and eleven hundred scholars, and the parochial school has seven teachers and four hundred and fifty pupils. Connected with the church are a number of religious and benevolent societies.

St. Malachy's Church.—The congregation of St. Malachy's Church, southwest corner of Clark and Summit Avenues, Rev. Charles Zeigler, pastor, was organized on the 30th of October, 1859, by Rev. John O'Sullivan, its first pastor, who received his appointment Oct. 23, 1858, and was succeeded by Rev. M. W. Tobyn, April 26, 1862, and by the present pastor Oct. 20, 1869. The corner-stone of the church was laid Oct. 24, 1858, and it was occupied Oct. 22, 1859, and dedicated Sept. 2, 1860. It is English Gothic in style, and built of brick and stone, with fifty-five feet frontage on Clark Avenue by one hundred and twenty feet in depth. The interior, richly

frescoed, is of very imposing appearance, the vaulted roof being supported by a double row of fluted columns. The church lot measures one hundred and thirty by one hundred and sixty feet, and contains, adjoining the church on Clark Avenue, the parochial school for boys, a two-story brick building, fifty by one hundred and twenty-nine feet, with a seating capacity of six hundred. The school is under the charge of the Christian Brothers, and has six teachers and four hundred pupils. The parochial school for girls is conducted in St. Philomena's Orphan Asylum and School, opposite the church, and is attended by four teachers (Sisters of Charity) and three hundred scholars. The schools are supported by voluntary contributions, and the tuition is free. The societies connected with the congregation are St. Malachy's Total Abstinence and Benevolent Society, organized in 1870, now numbering one hundred and thirty-two members; St. Vincent de Paul Society, organized in 1864, fifty-seven members; Young Men's Sodality, sixty-two members; Boys' Sodality, eighty-three members; and eight other exclusively religious associations. About six hundred families are connected with the church, the actual membership, largely composed of single men, numbering five thousand. The Sunday-school is attended by twenty-seven teachers and nearly eight hundred scholars. Rev. M. S. Brennan is assistant pastor.

Church of St. John the Evangelist.—The corner-stone of the first church of St. John the Evangelist, at the corner of Sixteenth and Chestnut Streets, was laid on the 22d of August, 1847, Father Timon officiating. On the 2d of February, 1859, the construction of a new church was begun, and on the 1st of May following the corner-stone was laid by Archbishop Kenrick. The building was completed in October, 1860, and was dedicated on the first Sunday of the following month. Its architecture is of the Romanesque order, and its dimensions sixty-six and a half by one hundred and thirteen feet. The height of the structure is sixty-four and a half feet, and the front is flanked by two towers of five stories, fifteen feet square, rising to a height of about one hundred feet. The interior was frescoed by Mr. Hoffman with scenes from the Apocalypse, and is otherwise richly adorned. The parochial residence adjoins the church on the east. Bishop Ryan was pastor of the church for some time prior to his consecration, and still preaches in it frequently. The regular pastor, Rev. John J. Hennessey, has for assistants Revs. M. J. Gleeson and Francis Jones. The parochial schools are situated at the southeast corner of Sixteenth and Walnut Streets, in a three-story brick building, with

accommodations for seven hundred scholars, and are conducted by the Christian Brothers and the Sisters of St. Joseph. The building, which stands on a lot valued at ten thousand dollars, was erected in 1874, at a cost of twenty-seven thousand dollars. The parish is one of the most numerous in the city, containing about eighteen hundred families, or nearly nine thousand persons. Six hundred children attend the Sunday-school.

Annunciation Church.—Annunciation parish was organized in 1859 by Rev. (now Bishop) Patrick J. Ryan, by whose personal exertions the funds for the erection of a church were raised. The corner-stone of the structure, which is one of the finest in the city, was laid Nov. 27, 1859, and the building was dedicated Sunday, Dec. 16, 1860. The exercises on this occasion were conducted by Archbishop Kenrick, assisted by Bishop Juncker, of Alton, Ill. The dedicatory sermon was delivered by Father Ryan. The dimensions of the church, which is situated at the northwest corner of Sixth and Labadie Streets, are sixty by one hundred and thirty-six feet, and the total cost was about one hundred thousand dollars. Its architecture is of the Roman order, and the appearance of the building is massive and imposing. The interior is richly frescoed and adorned by costly paintings, one of which, the "Marriage of Joseph and Mary," was presented by Louis XVIII. of France to Bishop Dubourg in 1818. A colonnade of Corinthian pillars supports the arched roof, and the altars, three in number, are of the purest Italian marble and very costly. The successive pastors of the church have been Revs. P. J. Ryan, David S. Phelan, and the present pastor, Rev. Philip J. Brady, who is assisted by Rev. David J. Dougherty. The Annunciation Free School for boys is conducted under charge of the Christian Brothers in a two-story brick building on the southeast corner of Sixth Street and Chouteau Avenue (nearly opposite the church). The girls' free school is conducted by the ladies of the Sacred Heart in their convent near by. There are about five hundred families or fourteen hundred persons in the parish, two hundred and ten communicants and over three hundred children in the Sunday-school. Identified with this church there are two benevolent societies, three purely religious societies, an orphan association, two temperance organizations, and the St. Vincent de Paul Society, a benevolent organization.

Church of the Assumption.—The parish of the Assumption was organized in 1862 by Rev. Bernard O'Reilly, and the corner-stone of the present Church of the Assumption, at the northwest corner of Sidney

and Eighth Streets, was laid early in May, 1862. The dimensions of the building are forty by one hundred feet, and its cost was about nine thousand dollars. The architect was Robert S. Mitchell. Rev. Bernard O'Reilly was succeeded in the pastorate by Rev. F. O'Reardon in 1864; Rev. F. Kavanaugh, 1866; Rev. James Fox, 1868; Rev. Edward Shea, 1870; and Rev. C. A. Smith, the present pastor, in 1873. The church property has a front on Sidney Street of one hundred feet, on which are erected the church edifice, the parsonage, and the parochial school. It is valued at thirty thousand dollars. The school is taught by the Ursuline nuns, and has an average attendance of three hundred pupils. The congregation numbers fifteen hundred persons, an increase of five hundred in the last three years. Connected with it are two societies, both organized by the present pastor,—the St. Vincent de Paul (charitable and benevolent), organized in 1873, present membership, twenty-five; and Branch No. 169 of the Catholic Knights of America, organized in 1880, and now numbering seventy members.

Church of St. Anthony of Padua.—On the 5th of February, 1863, the Franciscan Fathers or Friars Minor, called Recollects, organized the parish of St. Anthony of Padua, in connection with their monastery in the suburbs of St. Louis, near the Workhouse Station, Iron Mountain Railroad. Divine service was held at first in a frame house belonging to John Whitnell, who presented to the order the ground upon which their buildings now stand. The monastery was completed and services held in its chapel Aug. 2, 1863. The corner-stone of the present church, at Meramec Street and Kansas Avenue, was laid by Archbishop Kenrick, April 10, 1864, and that part of the church which is now used as the sanctuary and oratory of the monastery was completed June 24, 1865, and services were thenceforth held in it until the main church was built and consecrated, Oct. 10, 1869, the rite of consecration being performed, in the absence and with the consent of Archbishop Kenrick, by Right Rev. John J. Hogan, Bishop of St. Joseph, Mo., assisted by Father Kilian, Provisional Superior of the Order of Franciscan Fathers. The building was erected at a cost of fifty-six thousand dollars, and its external dimensions are: Length, one hundred and forty-three feet; width, forty-five feet. Internal: auditorium, length, one hundred and five feet; width, forty-five feet; height, fifty feet. Sanctuary, length, thirty-eight feet; width, thirty feet; height, forty-three feet.

The pastors, with the dates of their appointment, have been Rev. Servatius Altmicks, O.S.F., who or-

ganized the parish Feb. 5, 1863, and who is now superior of the Indian Mission at Keshina, Wis.; Rev. Alardus Andrescheck, O.S.F., Dec. 5, 1869; Rev. Ferdinand Bergmeyer, O.S.F., Sept. 2, 1871; Rev. Vincent Halfas, O.S.F., Jan. 14, 1877; and the present rector, Rev. Liborius Schaefermeyer, appointed July 2, 1879. The church building (including the steeple) is of stone, in pure Gothic style, and is one of the largest and handsomest church edifices in the city. The parochial school for boys was established when the parish was organized, but the building in which it is now held was not completed until 1870. The parochial school for girls is at present conducted by the ladies of the Sacred Heart, Maryville. In 1872 the monastery adjoining the church was enlarged and made a theological seminary for the students of the order. The number of students varies from twenty to thirty, the number of priests from fifteen to twenty, including such students as towards the close of their studies are ordained, although not invested with full priestly functions, and there are about ten lay brothers. Since 1879 this monastery has been the ordinary residence of the Superior Provincial of the newly-formed Franciscan province of "The Sacred Heart of Jesus" in the United States, comprising about one hundred priests in the various monasteries and residences of the Western States and the Indian missions in Wisconsin. The present provincial is the Very Rev. Vincent Halfas, O.S.F. The Fathers of this monastery perform divine service and attend to spiritual wants for the novitiate of the Christian Brothers, the convent and academy of the Sisters of St. Joseph in South St. Louis and at Nazareth, and the convent of the Sacred Heart, Maryville, as well as for the Catholic inmates of the various city institutions, the sick at the Marine Hospital, etc. They also furnish retreats to various other religious societies, and missions to Catholic congregations in several parts of the United States. Connected with the congregation are the following societies: Society of the Sacred Heart of Jesus, for boys and girls who have made their first communion; St. Aloysius' Young Men's Society, St. Clare's Young Ladies' Society, St. Mary's Ladies' Society, St. Anthony's Men's Society, and St. Anthony's Orphan Society. There are over three hundred families and nine hundred communicants in the parish, and about one hundred children attend the Sunday-school.

St. Elizabeth's Church, for colored people, is situated at the corner of Fifteenth and Gay Streets, and the pastor is the Rev. Ignatius Panken, S.J. The building, which is a small Gothic structure of brick,

was erected about 1849, by the Southern Methodists, and was known as Asbury Chapel. It was sold in December, 1864, to the Jesuits, who devoted it to the use of the colored Catholics. The building was renovated and refitted, and will now seat about three hundred persons. The pastor resides at St. Louis University, but devotes his whole time to the duties of his parish and its schools. About eight hundred persons compose the congregation, and all attend the Sunday services with considerable regularity.

St. Teresa's Church, Grand Avenue, between North Market and Summer Streets, Rev. W. H. Brantner, pastor, was organized in October, 1865, by Rev. F. P. Gallagher, its first pastor, who was appointed Oct. 1, 1865, with Rev. E. J. Fitzpatrick as assistant. The corner-stone was laid on the 14th of May, 1865, and the building was dedicated Sept. 23, 1866. It was thirty-two by sixty-five feet in size, and had a capacity of three hundred sittings. An addition, forty-eight by sixty-five feet, was subsequently built, and dedicated Dec. 22, 1878, raising the seating capacity to seven hundred. The building is of brick, in the Byzantine style, and the church lot is two hundred and thirty-six by three hundred and fifteen feet. The church property is valued at fifty thousand dollars. Father Brantner succeeded the first pastor Sept. 1, 1875. On the 1st of August, 1876, the congregation was incorporated under the laws of Missouri as "St. Teresa's Roman Catholic Parish Association," with nine trustees. The societies connected with the church are the St. Teresa's Conference; St. Vincent de Paul Society, organized in 1868, and now numbering forty members; Young Ladies' Sodality of the Blessed Virgin Mary, organized Dec. 8, 1881, ninety members; Holy Name Society, organized May, 1879, sixty-five members; Married Ladies' Sodality, organized Feb. 2, 1882, forty-two members; Confraternity of the Holy Rosary, organized Oct. 1, 1875, one hundred and seventy members; Confraternity of the Sacred Heart, organized June 1, 1878, one hundred and eighty members; St. Teresa's Branch, No. 99, Catholic Knights of America, organized Dec. 1, 1879, one hundred and thirty-one members; St. Teresa's Council, No. 7, Knights of Father Mathew of Missouri, organized Aug. 10, 1881, seventy-five members; St. Teresa's Altar Society, for providing all things pertaining to the altar and sanctuary, organized November, 1875, two hundred members; St. Teresa's Purgatorian Association, organized Nov. 2, 1875, one hundred and fifty members. The parochial school was organized in 1870, and is conducted by four teachers. It is located in a building, thirty-

five by seventy feet, which is situated in the rear of the church, and which accommodates three hundred pupils, the number now attending the school. Since the organization of this parish four other parishes have been formed within its boundaries,—St. Augustine's (German), Church of the Holy Ghost (German), St. Alphonsus' (Redemptorist), and Church of the Visitation. The present boundaries of St. Teresa's parish are from Natural Bridge road and Salisbury Street on the north to Lucas and Easton Avenues on the south, and from Jefferson and Garrison Avenues on the east to Goode Avenue on the west. On the 15th of October, 1882, the church celebrated the tri-centenary of the death of St. Teresa, its patroness, in the presence of a vast concourse of Catholics from all parts of the city. About two hundred and sixty families are connected with the congregation, and the Sunday-school is attended by twenty-one teachers and four hundred and fifteen children. The present officers of the board of trustees are Hon. Henry F. Harrington, president; John L. Zwart, secretary; John Staunton, treasurer. They reported \$6923.45 as the amount of church collections for 1882, and a church debt of \$9245.85.

Church of the Holy Angels.—The congregation of the Church of the Holy Angels, St. Ange Avenue, between Chouteau Avenue and La Salle Street, Rev. Francis M. Keilty, pastor, was organized by Rev. M. Welby, its first pastor, under direction of Archbishop Kenrick, in 1866. The corner-stone was laid on the 1st of July, 1866, and the building was dedicated by Archbishop Kenrick on the 1st of January, 1867. It is a neat brick structure of Gothic architecture, and will seat four hundred and fifty persons. The dimensions of the church lot are one hundred and eighty-nine feet eight inches by one hundred and thirty-six feet. The congregation numbers about thirteen hundred persons, and the Sunday-school is attended by twelve teachers and one hundred and eighty scholars. No parochial school has as yet been established in the parish.

St. Nicholas Church.—The corner-stone of St. Nicholas (German) Church, northeast corner of Twentieth Street and Lucas Avenue, Rev. Joseph J. Schaefer, pastor, was laid by Archbishop Kenrick on the 29th of April, 1866, and the building was dedicated on the 19th of May, 1867, in the presence of an immense concourse of people, including the different Catholic societies in regalia. The architecture of the church is in the early English Gothic style, and the building is of brick, its dimensions being eighty by one hundred and forty feet. From a tower one hundred and thirty feet high rises a spire to an altitude

of one hundred feet. The interior is divided into a nave and aisles by a series of clustered columns, from which spring moulded Gothic arches, and is beautifully finished. The architects were Mitchell & Deslonne. The building and ground are valued at one hundred and ten thousand dollars. The parochial schools are located on Christy Avenue, between Twentieth and Twenty-first Streets, in a brick building of two stories and basement, which, with the grounds, cost twenty-four thousand dollars, and are under the charge of the Sisters of St. Joseph, who live in the building, and a secular teacher. Rev. Charles Brockmeier is assistant pastor. The congregation numbers about four hundred families, or two thousand persons, and three hundred and fifty children attend the Sunday-school.

St. Alphonsus Church, Grand Avenue, between Finney and Cook Avenues, Rev. Michael Müller, pastor, is one of the stateliest and most imposing buildings in the city. It was erected under the direction and is still in charge of the Redemptorist Fathers, by one of whom, Father Louis Dold, the original plans for the structure were prepared. Subsequently these plans were modified by the architect, Thomas Walsh. The corner-stone was laid Nov. 3, 1867, by Very Rev. Joseph Melcher, vicar-general of the archdiocese of St. Louis, and the building was first occupied, although in an unfinished condition, Nov. 30, 1868. About this time Rev. L. Dold, its first rector, with three lay brothers, removed from the Cathedral, of which they had charge since 1861, and occupied temporary residences which had been erected on the site. On the 4th of August, 1872, the church was dedicated by Bishop Ryan, in the presence of many priests and an immense concourse of people from all parts of the city and surrounding country. It remained a mission church until Sept. 1, 1881, when it was erected into a parish by Most Rev. Archbishop Kenrick. Its pastors have been Revs. L. Dold, E. Grimm, W. Meredith, and (since July, 1880) Michael Müller. The ground on which it stands fronts three hundred and eighty-nine feet on the east side of Grand Avenue, with a depth of four hundred and thirty feet on Cook Avenue, and three hundred and ninety-six feet on Finney Avenue. The building is eighty feet in width, and one hundred and eighty feet in length to the sanctuary, and has a seating capacity (including the gallery) of thirteen hundred and fifty. It is pure Gothic in style, built of rough-dressed white limestone (whence its popular name of the "Rock Church"), and above the principal entrance rises a main tower two hundred and twenty-five feet in height, flanked by two smaller towers, each

seventy-five feet in height, above the entrances to the aisles. The main entrance under the middle tower is a Gothic arch twelve feet wide and forty feet high. The church contains five altars, the most important of which are the main or high altar, under which rests the body of St. Abundius, a Roman martyr, and the altar of "Our Lady of Perpetual Help." The entire cost of the structure amounted to about two hundred thousand dollars. As soon as the mission became a parish it was determined to build a parochial school, and the corner-stone of a school building (not yet finished) was laid on the 6th of August, 1882. The building (of brick) will be fifty-nine by one hundred and twenty-nine feet, three stories in height, will contain on the lower and second floors each six rooms, twenty-two by thirty-six feet, and on the third floor a hall the full size of the building. It stands thirty feet back from Grand Avenue, and forty feet from the church, and will be one of the largest parochial schools in the city. The cost of its construction will amount to about forty thousand dollars. The school will probably be under the charge of the Christian Brothers for the boys' department, and of the Sisters of Notre Dame for that of the girls. There are now about three hundred families in the parish, and the average attendance at masses and at evening service on Sunday is about four thousand. Many of the congregation come from other parishes. The Sunday-school, of which Rev. Jos. Distler is director, is attended by twenty-four teachers and four hundred children.

THE REDEMPTORIST FATHERS, or Congregation of the Most Holy Redeemer, established a branch of their order in St. Louis in 1861. The order, founded by St. Alphonsus de Liguori in 1732, and approved by Pope Benedict XIV. Feb. 25, 1749, has for one of its principal objects the giving of retreats and the holding of missions for priests, religious communities, and the people, but in this country the members of the order have also charge of parishes and perform the work of secular priests. From Naples, where it originated, the order has spread in every direction, and has attained gigantic proportions. The first Fathers to settle in America came to this country in 1832, and established houses in Baltimore, Rochester, New York, New Orleans, Philadelphia, Pittsburgh, Chicago, etc., and in 1861, at the invitation of Archbishop Kenrick, visited St. Louis in order to hold a mission in the Cathedral. The archbishop was so well pleased with their labors that he offered them a foundation in St. Louis and requested them to take temporary charge of the Cathedral, which they did, remaining there until their removal to their own (St. Alphonsus') church. Until 1875 all the houses of

the order in the United States and Canada formed but one province, but in that year the province was divided into the Eastern and Western Provinces, with Baltimore as the residence of the provincial of the Eastern, and St. Louis of the Western Province. To the latter belong St. Louis, New Orleans, Chicago, Kansas City, and Detroit. Very Rev. Nicholas Jaeckel was the first provincial in the West, and has twice been reappointed for terms of three years each. The convent of the order stands in the rear of the church, and is a large building, having twenty-two dwelling-rooms, a library, recreation hall, refectory, kitchen, etc. Its cost was thirty thousand dollars. There are continually from ten to twelve Fathers attached to the house, and from five to six lay brothers.

St. Francis de Sales Church, northwest corner of Gravois road and Ohio Avenue, Rev. P. J. Lotz, pastor, was organized in 1867, as an offshoot from SS. Peter and Paul parish, by a number of families resident near the present location, and was for a time without a priest and struggling under the pressure of a heavy debt, which is now being gradually reduced. The property, comprising about one-fourth of the entire block, was purchased at the time of the organization of the parish, and the church was erected before a pastor had been appointed. Rev. L. Lay, the first pastor, added the pastoral residence in the rear of the church, and Rev. P. Wigger, his successor, built and organized the parochial school in 1874, which is now taught by one secular teacher and four sisters, and has three hundred scholars. The building stands north of the church, and is a fine brick structure with accommodations for three hundred and fifty pupils. The third and present pastor took charge in 1878. He enlarged the church and added to it a spire and a new slate roof, at a cost of seven thousand dollars. Rev. F. Reuther is his assistant. The parish contains about three hundred and fifty families and seven hundred communicants, and connected with the church are the St. Joseph's Benevolent Society, Society of Christian Mothers, St. Mary's Sodality for Young Men, and Young Ladies' Sodality.

St. Bonaventura's Church, devoted to the use of the Italian Catholics of St. Louis, is situated on the southeast corner of Sixth and Spruce Streets, and the pastor is the Rev. Nazareno Orfei. The building was purchased in 1871 by Vicar-General Muhlsiepen from the congregation of St. John's Protestant Episcopal Church, by whom it had been erected in 1853. At the time of its purchase there were about five thousand Italian Catholics in St. Louis. The amount paid for it by Vicar-General Muhlsiepen was fifteen thousand dollars. It is a handsome structure of brick,

forty-three by one hundred and ten feet, and after being adapted to the uses of the congregation was blessed by the vicar-general on the 21st of April, 1872. At that time Rev. John B. Salvatelli, of the Black Franciscan Brothers, was the pastor, with Rev. N. Graziani as assistant. The church did not prosper under their charge, and in 1877 the building was closed and trustees made over the property to the archbishop, who called the present pastor from New Orleans to revive the enterprise. Father Orfei arrived in St. Louis July 14, 1877, and by his exertions soon restored the activity of the church. The sum of twenty thousand dollars (in addition to the purchase-money) was expended in preparing the church for Catholic worship. The building is modeled after the Church of St. Lawrence, outside the walls of Rome, and has a seating capacity of eight hundred. Father Orfei has organized in connection with his congregation a society known as the Third Order of St. Francis, now composed of sixty members of both sexes, which meets on the last Sunday of every month at four P.M. The congregation is composed of about three thousand persons, and there are two teachers and fifty scholars in the Sunday-school. The present location of the church became unsuitable long since, owing to its remoteness from the centre of residence of the parishioners, and a removal to a more eligible site is contemplated.

Church of the Immaculate Conception.—The original Church of the Immaculate Conception stood at the corner of Eighth and Chestnut Streets. The corner-stone was laid on the 8th of December, 1854, and the church was dedicated by Archbishop Kenrick in 1855. The work of construction was conducted by Fathers Bannon and Duggan, the latter of whom was afterwards Bishop of Chicago, and subsequently by Fathers Feehan (afterwards Bishop of Nashville), Keilty, Cronin, and O'Reilly. In 1874 the congregation removed to the southeast corner of Jefferson Avenue and Locust Street, where a frame chapel capable of seating five hundred persons was erected and dedicated on the 7th of June of that year. The parish comprises about two thousand persons, and the Sunday-school is attended by two Sisters of Loretto and one hundred and seventy-five scholars.

Church of the Sacred Heart.—In 1871 a brick chapel was erected for the use of the then newly-organized Church of the Sacred Heart, at the southeast corner of University and Twentieth Streets, and was dedicated on the 28th of May, 1871, the sermon being preached by the pastor, Rev. J. J. McCabe. In 1882 the chapel was enlarged, and it is intended ultimately to build a large church of stone. The parochial

residence adjoining the church is an elegant stone structure of Gothic architecture. The parish school is located temporarily in the old Reservoir Market building, on Eighteenth Street, near Warren, and is under the charge of the Sisters of Loretto. There are about one hundred families in the parish, embracing three hundred regular communicants. The pastors are Revs. J. J. McCabe and J. M. McCabe.

Church of Our Lady of Mount Carmel.—In October, 1872, the Church of Our Lady of Mount Carmel was organized by the present pastor, Rev. D. S. Phelan, for the English-speaking Catholics of the northern portion of the city. The corner-stone of the church, which is situated on the east side of Church Street, near north city limits, was laid on the 16th of October, 1872, and the building was dedicated on the 4th of May, 1873. It is a Gothic brick structure, fifty by seventy-five feet, and stands upon a lot containing about half an acre, the property being valued at fifteen thousand dollars. The parochial school, organized in September, 1874, is conducted in a brick building thirty-five by fifty feet, situated near the church, and has two teachers and ninety scholars. There are four societies (religious or benevolent) connected with the church, having from thirty to seventy-five members each. The congregation numbers about one hundred families and four teachers, and about one hundred pupils attend the Sunday-school. Rev. William Noonan is assistant pastor, and also chaplain of Calvary Cemetery.

St. Agatha's German Church; northwest corner of Utah and Eighth Streets, Rev. William Hinssen, pastor, was dedicated by Bishop Ryan on the 14th of July, 1872, mass being celebrated by Very Rev. H. Muhlsiepen, S.J. It is a brick structure forty by one hundred feet, with two stories and basement, the first story being used as the parish school, which is conducted by four Sisters of the Precious Blood and one secular teacher, and numbers about four hundred scholars. The main auditorium on the second floor will seat about four hundred and fifty persons, and is filled every Sunday beyond its seating capacity. There are about seven hundred communicants in the parish. The church lot comprises about one-fourth of the block, and its northeastern extremity is occupied by a substantial parochial residence.

Church of Our Lady of Perpetual Succor.—The congregation of Our Lady of Perpetual Succor (Fourteenth Street and Linton Avenue, North St. Louis, Rev. A. Schilling, pastor) was organized in 1873 by forty families from Holy Trinity parish. The corner-stone of the present building was laid Oct. 6, 1873, and the church was dedicated May 17,

1874. It is a brick building, of Romanesque architecture, eighty by forty feet, with four basement-rooms, in which the parochial school is conducted by five Sisters of Notre Dame. The school was established Sept. 1, 1873, and has now two hundred and twenty-five pupils. The church has a seating capacity of five hundred, and, with the pastoral residence, is valued at thirty thousand dollars. The congregation is growing so rapidly that it is proposed to erect in a few years a second building, with a front of two hundred and sixty-three feet and a depth of one hundred and thirty-eight and a half feet, at a cost of not less than fifty thousand dollars. There are several social and benevolent societies connected with the congregation, which has increased from the original forty to one hundred and sixty families.

St. Augustine's Church (southeast corner of Twenty-second and Hebert Streets, Rev. H. V. Kalmer, pastor) is a German congregation, and was organized in 1874. The corner-stone of the building was laid Oct. 4, 1874, and the church was dedicated June 6, 1875. It is of brick, forty-seven by eighty-five feet, with two stories and a basement, the latter being used as a play-room for the pupils of the parochial school, which is conducted in four class-rooms on the first floor. The school was organized in September, 1875, with seventy-five pupils, and now numbers two hundred pupils, under the charge of three Sisters of the Precious Blood and one secular teacher. A two-story brick parsonage, eighteen by thirty-two feet, was built in 1875. The church property measures three hundred and seventy-five feet on the south side of Hebert Street. The first pastor was Rev. H. Jaegering, who was succeeded by Father Kalmer June 15, 1881. Connected with the congregation, which numbers about six hundred persons, are the St. Augustine's Benevolent Society (organized 1880), Orphan Association (organized 1882), St. Aloysius Society (organized 1875), Ladies' Altar Association (organized 1876), Young Men's Sodality (organized 1876), and Ladies' Sodality (organized 1876). There is no Sunday-school conducted by the church.

St. Kevin's Church.—The congregation of St. Kevin's Church, Compton Avenue and Sarah Street, Rev. Edward J. Shea, pastor, was organized in January, 1876, by Rev. P. L. McEvoy, its first pastor, who was succeeded by the present incumbent, Aug. 1, 1879. The church owns five lots, with a total front of one hundred and twenty-five feet by one hundred and twenty-five feet in depth. The church building is eighty by forty feet, and has a seating capacity of three hundred and twenty. The parochial school building is a two-story structure, has five large class-

rooms, and can seat three hundred and fifty scholars. The school, established at the organization of the parish, is under the care of the Sisters of Loretto, and has four teachers and one hundred and sixty pupils. The Sunday-school is attended by seven teachers and two hundred scholars. The value of the entire church property is estimated at twelve thousand dollars. There are one hundred and fifty families, or about six hundred persons, in the parish, and five hundred communicants.

The Church of the Holy Name, Grand Avenue near Fourteenth Street, Rev. Thomas Bonacum, pastor, was established about 1876 by Rev. P. J. Gleason, its first pastor, mainly with a congregation that had some years before been organized by the Jesuits as St. Thomas' Church, and had had a house of worship on O'Fallon Avenue, but had dispersed. The church is a Gothic brick structure, sixty by one hundred and thirty feet, and will seat one thousand persons. The church lot is two hundred by one hundred and fifty feet, and on it is situated a commodious parochial residence of two stories and basement, comprising eight rooms. The total cost of the ground and buildings was about twenty-seven thousand dollars. About three hundred families are connected with the congregation, and two hundred and twenty-five children attend the Sunday-school. No parish school has yet been organized. Rev. George A. Watson is assistant pastor.

St. Stanislaus Kostka (Polish) Church, Twenty-third Street, between Cass Avenue and O'Fallon Streets, is the first Polish congregation in the city. It was organized in St. Joseph's Church in 1879, and worshiped in the basement of St. Patrick's School until the erection of the present building, which was consecrated by Bishop Ryan on Sunday, Nov. 12, 1882. It cost thirteen thousand dollars, and has a front of seventy-five feet. The first floor is occupied by school-rooms, the church services being held on the second floor. Adjoining the church is the parochial residence. The congregation numbers one hundred and forty families, besides a number of unmarried persons.

St. Thomas Aquinas is a new parish, the forty-fifth organized by Catholics in St. Louis. The congregation worshiped for some time in St. Joseph's Chapel, Alexian Brothers' Hospital, but on Sunday, Oct. 8, 1882, the corner-stone of a church was laid at the northwest corner of Osage Street and Iowa Avenue, in the presence of an immense assemblage. The building is of Gothic architecture, and its dimensions are forty-two by seventy-five feet.

St. Boniface (German) Church, Carondelet.—

The corner-stone of St. Boniface (German) Church, on Fourth Street near Schirmer, Carondelet, was laid on the first Sunday in September, 1860, by the Bishop of Minnesota, attended by Father Ryan, of the Cathedral, and Vicar-General Muhlsiepen. There were also present Rev. J. Gamber, pastor, Rev. T. Hendericx, pastor of the English congregation of Carondelet, Father Smarius, S.J., Rev. F. Bruhl, S.J., Rev. F. Tobin, and Father Meester, S.J. Addresses were delivered by Fathers Smarius and Bruhl. The church is in the Romanesque style of architecture, one hundred and twenty-five by twenty-six feet, with two towers each one hundred feet high, and its estimated cost was sixteen thousand dollars. The architect was Thomas W. Brady. About three hundred and fifty families (seventeen hundred and fifty persons) are connected with the church.

St. Mary's and St. Joseph's Church is situated on Third Street near Kansas, Carondelet, and the pastor is Rev. Thomas G. Daley, his assistant being Rev. W. T. Stackast. The corner-stone was laid on the 29th of May, 1859, and the sermon was preached by Father (afterwards bishop) Ryan, of the Cathedral. There are about two hundred families in the parish, and the parochial schools, numbering about three hundred and fifty pupils, are conducted by the Christian Brothers and the Sisters of St. Joseph.

St. Columbkille's Church was organized in 1872, at Fourth and Davis Streets. The corner-stone was laid June 23, 1872, and the church was dedicated in February, 1873. Rev. M. O'Reilly has had charge of the church since its organization.

There are a number of suburban Roman Catholic Churches in the vicinity of St. Louis, the principal being St. James', Cheltenham, Rev. T. A. Butler, pastor; Holy Cross, near Calvary Cemetery, Rev. Hermann Wigger, pastor; Holy Ghost, Ellearsville, Rev. M. Busch, pastor; St. Bernard's, Tesson near Sarpy Avenue, Rev. Henry Willenbrink, pastor; Our Lady of the Visitation, southwest corner St. Charles Rock road and Taylor Avenue; and St. Gornan's, at the junction of the Manchester and Chouteau Avenue Rock road.

In addition to the parish churches enumerated there are a number of chapels, which are attended as follows: Christian Brothers, attended from the Cathedral; Sisters of Charity, Father Wachter, chaplain; St. Joseph's Chapel, Alexian Brothers Hospital, Rev. George A. Watson; Ursuline Convent, Very Rev. H. Muhlsiepen, V. G.; Sacred Heart Convent, Fifth Street, from Annunciation Church; Convent of the Visitation, from St. Bridget's Church; Loretto Convent, from St. John's; Good Shepherd Convent, by

the Jesuit Fathers; Male Orphan Asylum, from Holy Angels' Church; German Orphan Asylum, from St. Joseph's; Carmelite Convent, from Mount Carmel; Notre Dame Convent, from SS. Peter and Paul; St. Joseph's Convent, from St. Columbkille's; Sacred Heart Convent, Maryville, by Franciscan Fathers; Widows' Home, from St. Lawrence O'Toole; Female Orphan Asylum, by Jesuit Fathers; Little Sisters of the Poor, from the Church of the Sacred Heart; St. Vincent's Institute, by the Lazarist Fathers; Half-Orphan Asylum, by Jesuit Fathers; House of the Angel Guardian, by Lazarist Fathers; Sisters of Mercy, by Jesuit Fathers.

BAPTIST CHURCHES.

The First Protestant Congregation.—To the Baptists belongs the credit of having organized the first Protestant society and of having built the first Protestant house of worship west of the Mississippi River. The first Baptist minister who preached in Missouri appears to have been the Rev. John Clark. This pioneer preacher was born in the parish of Petty, near the city of Inverness, Scotland, Nov. 29, 1758. His father worked a small farm, which, later in life, having become intemperate, he neglected. In 1778 John Clark went to sea in a transport ship, and subsequently served in American privateers. He rose to the rank of mate, was taken prisoner, and exchanged after nineteen months' duress, was twice impressed into the British naval service, and finally escaped. After having suffered almost incredible hardships, he succeeded in passing the British lines and obtained the protection of Gen. Francis Marion, the famous Revolutionary leader in South Carolina. He again went to sea, but in 1785 abandoned this calling and engaged in teaching school in the back settlements of South Carolina. In 1786 he became a member of the Methodist denomination in Georgia, where he again taught school and became a class-leader. In 1788 he visited his birthplace in Scotland, and found all the family except one sister dead. He then studied under Wesley, returned to Georgia in 1789, was received on trial, and appointed a circuit by the Conference of 1791, and in 1793 was fully ordained. In 1795 he was ordained elder, and in 1796 dissolved his connection with the Conference and started on foot for Kentucky, and thence, always on foot, for Illinois, where he finally settled. In 1807-8 he went down the Mississippi alone in a small canoe, camping in the woods at night, on a mission to the territory now known as Louisiana, and returned home, still alone and on foot, through a country infested by hostile Indians and white marauders. During this journey he

preached wherever he found a settlement. Mr. Clark continued to labor as a missionary until his death, making during the last ten years of his life a monthly circuit of two hundred and forty miles, always on foot, though his friends made several unsuccessful attempts to induce him to accept and use a horse. He died in 1833, at the age of seventy-five, and was buried in the Cold Water neighborhood, the scene of his first missionary efforts in Missouri, where a modest gravestone marks his resting-place. Mr. Clark organized a number of Baptist congregations in St. Louis County, Mo., and in St. Clair, Madison, and Greene Counties, Ill.

Mr. Clark arrived in Missouri in 1798, and established himself near Bridgetown, St. Louis County. He became a Baptist, and a Methodist named Talbot having adopted the same opinions, they immersed each other. Mr. Clark presided and taught school in the "American Bottom," Illinois, about 1796, but afterwards removed to New Design, situated on an elevated plateau, about thirty miles above Kaskaskia. When he first came to Missouri the country west of the Mississippi was under the control of the Spanish authorities, who did not tolerate the Protestant religion. It was his custom to ascend the eastern shore to nearly opposite what was called "Wood River," and wait there until night, when a man from the western shore would cross the river in a canoe, and transport Mr. Clark to the opposite side. During the night meetings would be held at one or another of the small settlements, and Mr. Clark would return in the same manner to the eastern bank before daylight. In the latter days of Spanish rule, however, less caution was needed. Commandant Trudeau was a man of liberal mind, and while the laws required every new settler to be "*un bon Catholique*," would content himself with catechising new-comers as to their belief in the main tenets of Christianity, and these satisfactorily answered, would pronounce them "good Catholics," and admit them to citizenship. It is stated that he would pay no attention to Clark's visiting and preaching in the province until his tour for the occasion was nearly completed, when he would send him a message to the effect that if he did not leave the Spanish territory within three days he would be imprisoned, and this message, always in the same or similar language, is said to have been repeated so often that it became a pleasant jest with Clark and his friends. On one occasion Abraham Musick, a Baptist, who was well acquainted with the commandant, asked permission to have meetings held at his house by Clark. The commandant replied that his petition was contrary to the laws, and could not

be granted. "That is, I mean," said he, "you must not put a bell on your house and call it a church, nor suffer anybody to christen your children except the parish priest, but if your friends choose to meet at your house, to sing, pray, and talk about religion, you will not be molested, provided you continue, as of course you are, 'a good Catholic.'"

In 1801 the Rev. Thomas R. Musick, of Kentucky, visited his relatives in Missouri and preached a series of sermons. He was born Oct. 17, 1756, and spent his early life in North Carolina. In 1803, after the acquisition of the country from France, he came to Missouri with his family and took up his residence in St. Louis County. In 1807 he organized the Fee Fee Church in St. Louis County, among the constituent members of which were Adam Martin and his wife Mary, Richard and Jane Sullens, Thomas R. Musick and his wife Sarah. Elder Brown, from Kentucky, and John Clark labored with Mr. Musick, who died in 1842. He is buried in the church grounds at Fee Fee, and the old people who remember him still cherish his memory. Fee Fee is now the oldest Protestant Church in Missouri. Cold Water, the next church in the county, was organized by Musick in 1809.



FIRST BAPTIST CHURCH BUILDING IN MISSOURI.

During 1807 an organization of Baptists was perfected near Jackson, Cape Girardeau Co., and a church was built through the instrumentality of David Greene. The building was a one-story log cabin, the corner log of which had been laid in 1806.

Zion Church, in Howard County, was formed about 1810, near Loutre Island, Montgomery Co., but the inhabitants moved farther west in 1815, and it was reorganized. The Indians were very troublesome during the war of 1812, and no others were formed for some years. In 1818, five churches with five ministers were constituted into Mount Pleasant Association, in what was called "Boone's Lick country." Several of the leading men in this region had re-

moved from Kentucky. Col. Benjamin Cooper, afterwards a member of the Territorial Council, and chosen commander-in-chief to fight the hostile Indians, Capt. Callaway, a grandson of Daniel Boone, and Stephen and William T. Cole, in memory of whom Cooper, Callaway, and Cole Counties were named, were active and influential members of the community. A brother of Col. Cooper and Callaway and Cole, together with many other persons, were afterwards slaughtered by the Indians. In June, 1816, Bethel Association was organized at the Bethel Church, near the present site of Jackson. It comprised six churches and seven ministers. Most of the members had removed from the Carolinas, and had been several years in the country. The churches were located in Perry, Cape Girardeau, Washington, and Wayne Counties.

In November, 1817, the Missouri (now St. Louis) Baptist Association was formed, with the following as constituent churches: Fee-Fee, Cold Water, Boeuf, and Negro Fork, in St. Louis County, and Femme Osage, St. Charles Co., and Upper Cuiver, in Lincoln County, with an aggregate membership of one hundred and forty-two persons.

In 1811, Stephen Hempstead, one of the pioneers of Presbyterianism in Missouri, heard a sermon preached by a Baptist minister, the occasion being the funeral of a child. From these facts it is evident that the Baptist denomination was established in St. Louis at a very early day, and that its organization there was perfected prior to that of any other Protestant congregation. Its growth appears to have been slow at first, for when in the fall of 1817 the Rev. John M. Peck and James E. Welch, missionaries sent out by the Baptist General Convention, arrived in St. Louis, they found only seven Baptists in the village. They at once began holding services in the stone house of Joseph Robidoaux, on the east side of Main, north of Myrtle Street. In a year their congregation had increased to thirteen, just one-half of all the professed Protestants in the village. On the 18th of February, 1818, they organized the First Baptist Church, with eleven members. In 1818 the church began the building of the first Protestant house of worship erected in St. Louis, which was situated at the southwest corner of Market and Third Streets. It was never fully completed, but was occupied for worship and was also used for a time as a court-house. On the 10th of November, 1819, the Rev. Mr. Ward, an Episcopalian minister, was announced to preach the annual sermon of the Missouri Bible Society, "in the Baptist meeting-house this evening at early candle-light."

The building was forty by sixty feet, and three stories in height. It was entered in the second story from Market Street, and was the only building on the south side of Market Street from the river to Fourth Street. It cost six thousand dollars, of which sum Mr. Welch advanced twelve hundred dollars, and John Jacoby, the treasurer, six hundred dollars. In 1821 the city decided to widen Market Street, a measure which would cut off twelve by eighty feet of the church lot. The congregation endeavored to have the portion condemned assessed at a fair valuation, but did not succeed in doing so. Soon afterwards a furious hail-storm broke all the windows on the Market Street side, and the mayor would not permit the glass to be put in, because that portion of the church had been condemned as public property. The building was thereupon abandoned and sold for twelve hundred dollars, of which Mr. Jacoby's widow received six hundred dollars, and Mr. Welch six hundred dollars, half the amount loaned by him.

At a meeting held Aug. 29, 1830, Rev. J. M. Peck reported that in consequence of the death of Mr. Jacoby, one of the trustees of the church, the title had become involved, and that the city had taken to widen the streets twelve feet off the building, and, as the church was not known in law, the trustees could not recover damages. Consequently they had been left without funds to repair the building, and under these circumstances had sold the property to pay the debts. A part of the debt, however, appears to have remained, and to have assisted in the rapid decline of the society, which in 1832 was reduced to seventeen members, and in 1833 became extinct, transferring all but its debts to the Second Church, then newly organized. There are now seven white and eight colored Baptist Churches in the city, with a total membership of nearly five thousand.

In 1831 a three days' meeting was held by the Baptist Church, commencing on Friday, April 1st, aided by the Rev. J. E. Welch. Rev. John Mason Peck, D.D., who did so much to build up the Baptist Church in St. Louis, spent nearly forty years of his life in missionary work in the West, and was one of the most prominent citizens of St. Louis. He was born in the parish of Litchfield, South Farms, Conn., Oct. 31, 1789. He first united with the Congregational Church in Litchfield. In 1811 he removed to Windham, Greene Co., N. Y., and became acquainted with the Baptists through the church at that place, and Rev. H. Harvey in the adjoining town of New Durham. He united with the Baptist Church in New Durham on Sept. 14, 1811, and preached his first sermon, and was immediately licensed. In 1813

he was ordained as pastor of the Baptist Church in Catskill, but after a brief pastorate there and another at Amenia, in Dutchess County, N. Y., he accepted an agency in behalf of foreign missions, laboring under the guidance of Rev. Luther Rice. He then, 1816-17, had a year of study under Dr. Staughton, of Philadelphia. He was then appointed a missionary of the board of the Triennial Convention to labor in St. Louis and vicinity. On July 25, 1817, he set out with his wife and three children, in a covered wagon, upon the long western journey of twelve hundred miles to his field of labor, and on the 1st of December reached St. Louis. His associate, Rev. James E. Welch, had reached the field before him. In 1822, Rev. Mr. Peck became a resident of Rock Spring, Ill., and this remained his home until his death.

At Rock Spring, Dr. Peck, in connection with his missionary labors, now under the appointment of the Massachusetts Baptist Missionary Society, established a seminary for general and theological education, being aided in his enterprise to some extent by Eastern friends. The seminary was a success, and at one time contained over one hundred students. In due time the seminary became united with the one at Upper Alton, now known as Shurtleff College. In addition to his ministerial labors, Dr. Peck contributed frequently to newspapers and other periodicals, and published several works on the West.

On April 25, 1828, he began the publication of a newspaper called the *Western Pioneer and Baptist*. Aside from other labors, he also wrote "A Biography of Father Clark," "Emigrant's Guide," "Gazetteer of Illinois," "Annals of the West," and other works. He frequently visited the Eastern States in the interest of his church, and was throughout his ministerial career one of the most active and energetic of the ministers of the Baptist denomination. His publications in the East concerning the resources of the Western country attracted many persons thither, and materially aided its development. He was a recognized authority as to the local history of the Western communities, and collected a great mass of material, much of which was subsequently destroyed by fire. Some of it was left at his death in such a fragmentary condition that it could not be utilized. He died at Rock Spring, Ill., March 24, 1857, in the sixty-eighth year of his age.

The Rev. James Eley Welch, Dr. Peck's colleague, was born near Lexington, Ky., Feb. 28, 1789. In October, 1810, he was baptized by Rev. Jeremiah Vardeman, and taken into the fellowship of the Baptist Church at Davis' Fork. In 1815 he entered the

ministry, and in the following year studied theology with Rev. Dr. William Staughton, of Philadelphia, and acted as pastor of the church in Burlington, N. J., where he was eminently successful. In 1817 he tendered his services to the Board of Missions at Philadelphia, and in May of that year they were accepted as a missionary to St. Louis, Mo. He reached his destination after more than two months' travel. St. Louis then contained about fifteen hundred inhabitants. The only paved sidewalk at that time was on Main, between Chestnut and Market Streets. The pavement was of brick. The only house west of Fifth Street was Judge Lucas', on the spot where the First Presbyterian Church on Fourteenth Street now stands. The old First Presbyterian Church then stood on the ground where Philharmonic Hall was afterwards situated, on the corner of Washington Avenue and Fourth Street. The whole square was offered in 1818 to Mr. Welch by the owner, Mr. Conner, for one hundred dollars. On the southeast corner of Chestnut and Fourth Streets a small frame building was standing, which, with the lot, was offered for two hundred dollars. Mr. Welch commenced his missionary work by erecting, in 1818, a brick meeting-house at the corner of Third and Market Streets, on the site of the St. Clair Hotel, which was opened for service in July, 1819, but after three years of laborious struggles and varied success the board discontinued the mission, and Mr. Welch returned to Burlington, N. J. For more than twenty years he was agent for the American Sunday-School Union. He removed from Burlington in September, 1848, to Warren County, Mo., where he labored constantly for the promotion of the interests of the Baptist Church until 1875, when he settled at Warrensburg, Mo. In 1876 he revisited his old home in Burlington, N. J., and on the 18th of July, while with an excursion party of Baptists at the sea-shore, he was seized with apoplexy, which ended a long and useful life.

The Baptist Headquarters, St. Louis Branch House and General Depository of the American Baptist Publication Society, 1109 Olive Street, Lewis E. Kline, manager, is one of the most flourishing institutions of its type in the country. The St. Louis Baptists having paid to the General Publication Society \$5000 towards the purpose, the St. Louis Branch was opened about Nov. 1, 1868, with Rev. G. J. Johnson, D.D. (for five years previously Western agent of the society), as manager. It was located at 209 North Sixth Street, and proved successful from the start. During the first four months the sales amounted to \$2356.38, and in the following year to \$24,373.-



Lewis E. Klind.

75; in 1870-71 to \$32,562.83; 1871-72, \$32,920.96; 1872-73, \$30,851.53. In 1873-74 (being the jubilee, or fiftieth year of the society) the sales were the largest ever known, aggregating \$36,140.72. In ten years the sales have amounted to over \$300,000, and the grants for publications alone that have passed through this branch amount to over \$25,000. This branch is the centre and headquarters of a district, and the district, churches and individuals, have contributed over \$50,000 (to which the parent society has added \$50,000) towards the benevolent and missionary work of the association, colportage, and Sunday-schools. The branch has supported as many as twenty-five colporteurs and Sunday-school missionaries at one time. Dr. Johnson resigned Jan. 1, 1876, and

was succeeded as manager of the branch by Lewis E. Kline, a son of Rev. Peter Kline, who had been for seven years his chief clerk and book-keeper.¹ On the 1st of May, 1882, the branch was removed to its present location, in what was formerly known as "Dorris Row," having leased the entire three-story building. The ground-floor is occupied by the branch and depository, and is elegantly furnished in



AMERICAN BAPTIST PUBLICATION SOCIETY.

unpainted Arkansas yellow-pine, highly polished, the carvings being inlaid with blue. On the second floor are the offices of *The Central Baptist* newspaper, Ford's *Christian Repository*, and Rev. S. W. Marston, secretary of the Home Missionary Society for the West. The rooms on the third floor are occupied by the Baptist Ministers' Conference, which meets every Monday morning at eleven o'clock, the Ladies' Missionary Society, etc.

Lewis E. Kline is known in St. Louis and through-

out the Southwest as the manager and district secretary of the American Baptist Publication Society.² He was born in Washington, Ill., March 18, 1843, and is of German descent, his parents having been born in Wiesbaden, Prussia. They arrived in St. Louis about 1833. The residence in Washington was only temporary, and three weeks after his birth his parents returned to St. Louis, so that Mr. Kline has practically been a lifelong resident of the city. At the age of seventeen, being of a delicate constitution, he was sent in company with an older brother to the country, and placed upon a farm, in the hope that his health might be improved. To the two brothers was committed the sole management of the property; and the novelty of the life, the laborious occupation, and the invigorating air transformed the puny stripling into the strong and hardy man. He was nineteen years of age when the civil war began, and becoming restless amid the excitements of the day, he returned to St. Louis, and during that year (1862) enlisted in the Merchants' Regiment, the Thirty-third Missouri Volunteer Infantry, Col. Clinton B. Fisk commanding, with which he served two years. On June 6, 1864, he was severely wounded in the right arm and shoulder, in an ambush at Fish Lake Bayou, near Lake Village, Ark.

Amputation of the arm was regarded as necessary by the surgeons, but he refused to submit to the operation, and after a long period of suffering he at last grew strong enough to be moved from the hospital at Memphis, Tenn., to Jefferson Barracks, St. Louis. Here he received treatment for a little over a year, and while at the Barracks, in order to occupy his mind, he served as librarian and supervising sexton of the chapel. In December, 1865, at his urgent request, he received an honorable discharge, and Drs. Pope, McDowell, and Hodgen, the best surgeons in the West, took his case in charge. They frankly told him that he was a badly-mutilated man, almost beyond the help of medical skill, and that his only hope lay in his own force of will. Without giving up hope, he submitted for two years more, twice each day, to surgical treatment, and finally saved both his life and his arm.

On his discharge from the United States service, he went with his arm in a sling from store to store and from street to street in search of employment. But no

¹ We are indebted to Mr. Kline for much valuable material in the preparation of this sketch of the Baptist denomination in St. Louis. In his "History of Missouri Baptists," R. S. Duncan accords to Mr. Kline the credit for the erection of the present headquarters, and also speaks in warm terms of his successful administration of the affairs of the depository.

² This sketch and the portrait which accompanies it are a tribute of love and esteem from the personal friends of Mr. Kline, who have known him for years, who have watched his ever-growing influence with pride, and who sympathized with him in his manly efforts to overcome well-nigh insurmountable obstacles.

one seemed desirous of having a man without the use of his right arm. He thereupon entered a commercial college, and studied telegraphy and book-keeping, at the same time seeking work.

At length, in 1866, his perseverance was rewarded with a position as cashier and book-keeper in the then largest religious publishing house and bookstore in the city. For three years he performed the various duties of his place with his left hand, with which he had learned to write, working hard by day and studying at night. He succeeded beyond his most sanguine expectations; but it was at the expense of his general health. A brief vacation in the East became a necessity, and on his return, with improved health, two places were open to him,—one a position in the Treasury Department at Washington, D. C., the other as chief clerk and book-keeper of the American Baptist Publication Society. He accepted the latter place in 1869, and was appointed manager Jan. 1, 1876. He still retains this position, and during the past six years has performed in addition the duties of district secretary of the society. His position during the last fourteen years has been one requiring unusual tact, good judgment, perseverance, and close application. Under his management the business of the house has increased with great regularity and steadiness. Although he has had the hardest field to cultivate in the interests of the Publication Society, owing to the fact that both the Northern and Southern elements of the Baptist denomination come into contact in St. Louis, and must be harmonized and conciliated, he has succeeded, without loss of principle or self-respect, in winning the confidence and esteem of all classes of his patrons.

Although the youngest manager in the service of the society, he has developed a business equaled by no other depository, and now superintends the finest building and equipments, as well as the largest trade, to be found in any of the branch establishments. His store, No. 1109 Olive Street, is the "Baptist Headquarters" not only for St. Louis, but the entire Southwest. In the management of his business his distinguishing characteristics are promptness, punctuality, systematic attention to details, scrupulous honesty, and generous treatment of all his patrons alike. In religion, Mr. Kline is a strict Baptist, having united with the Second Baptist Church in 1866, and has filled in different churches the various offices in the Sunday-school, in the church, and in the local and State boards of denominational work. He is an active member of the board of trustees of Shurtleff College, Upper Alton, Ill., in whose prosperity he is greatly interested, and whose museum he has enriched

with a most valuable collection of ancient coins and curios, gathered in his tours in this country and through Europe in 1871. In the local affairs of St. Louis he is deeply interested, and has filled with honor to himself and profit to those whom he has served the offices of secretary of various institutions and orders, and of Generalissimo in the commandery of Knights Templar.

The estimation in which he is held by his fellow Knights Templar is shown by the fact that he was presented by them with an engrossed and illuminated testimonial of rare design and great beauty, a compliment seldom bestowed upon a member of that order. Mr. Kline has also been president in the Temple of Honor, Good Templars, and Band of Hope. Benevolent institutions and enterprises have been aided by him with a liberal hand.

On his return from a vacation in Europe in 1871, Mr. Kline was married to Miss Sallic E. Mason. In domestic as in public life, he is true and upright, and his career throughout has been singularly pure and simple. Deprived in youth by ill health of the advantages of early education, he has by close study of men and books acquired a thorough training and exceptional readiness in the application of his knowledge. Mr. Kline is in the best sense of the term a self-made man, and one who, having risen from the lowest round of the ladder by his own rare determination, is both sympathetic in helping those who are working their own way up in life, and worthy of the highest confidence and regard of all who reverence honest merit and genuine success.

Fee-Fee Baptist Church is situated on the St. Charles Rock road, fourteen miles west of St. Louis, in St. Louis County. Rev. Luther Green is the pastor. Of this, the oldest Protestant organization west of the Mississippi River, the early records down to 1834 were unfortunately burned while in the possession of Rev. John M. Peck. What follows, to that date, has been mainly gathered from the memories of the original members and from Mrs. Catharine Martin, who joined the society in 1815 and is still living. The church, as heretofore stated, was organized in 1807 at the residence of one of its members, near where the first meeting-house was built, by Rev. Thomas R. Musick, with the following members: Adam and Mary Martin, Abraham, Terrell, and Prudence Musick, John, Jane, Richard, and Susan Sullens, John and Joyce Howdershell. The first house built for worship was a log cabin, situated on a lot of three acres deeded by James Richardson for church and cemetery purposes, on the old St. Charles road. It was replaced by a brick house built on the same lot

in 1828, which still stands in the midst of the old Fee-Fee Cemetery, which has been much enlarged, and which, in 1876, was conveyed to a board of trustees composed of four members of the Mizpah Presbyterian Church, four from the Bridgeton Methodist Church, and four from the Fee-Fee. The first grave was dug in 1822. The cemetery has recently been greatly improved and adorned. In 1870 the third and present house of worship was built, under the ministry of Rev. John Hickman, on a lot of five acres, situated on the St. Charles Rock road, one quarter of a mile north of the old church, and given to the congregation by Erastus Post. It is a brick structure, forty by sixty feet, with a seating capacity of three hundred and sixty, and a basement for the Sunday-school. It cost thirteen thousand dollars, and was dedicated July 24, 1870, Dr. W. Pope Yeaman preaching the sermon. The succession of pastors cannot be accurately given, but among them are named Rev. John Clark, the pioneer of Protestantism in Missouri, and Rev. John M. Peck, the first Baptist missionary to Missouri. The membership of Fee-Fee Church now numbers seventy-two, and its Sunday-school is attended by forty children.

Second Baptist Church.—This church, the parent of the Baptist congregations in St. Louis, is situated at the northwest corner of Locust and Beaumont Streets. Rev. W. W. Boyd, D.D., is the pastor. In September, 1832, the American Baptist Home Mission Society sent to St. Louis Rev. Archer B. Smith, of the District of Columbia, who obtained a room on Market Street below Second and began holding meetings. He found the society of the First Church utterly disorganized, only seventeen members remaining, six of whom obtained letters of dismissal, and, joining with six others, met Jan. 6, 1833, in the school-house of Elihu H. Shepard, on Fourth Street, opposite the court-house, and organized "The Second Baptist Church of St. Louis," so styling the new society, in order not to be saddled with the debts of the First. Among the original members were H. Budlony, C. W. Cozzens, Moses Stout, Archer B. Smith, Sarah Orme, E. Williams, Edith Kerr, M. A. Francis, Emily W. Cozzens, and others. Their number were soon after augmented by the remaining members of the First Church, who on the 10th of February, 1833, voted themselves letters of dismissal and disbanded, transferring to the new society the money and subscriptions that had been obtained for erecting a new church. Rev. William Hurley had conducted the organization of the new congregation, but Rev. Archer B. Smith was chosen pastor. He resigned and returned East in September, 1833, and Rev. W. Hurley sup-

plied the pulpit until, in March, 1835, an application was made to the Home Missionary Society for a pastor, and for aid to sustain him. In June, 1835, the society sent Rev. Thomas P. Greene, of North Carolina, who remained one year. During his pastorate a lot at the northwest corner of Morgan and Sixth Streets was purchased, on which a foundation was laid before the winter rendered further work impossible; but in the spring of 1836 the lot was sold, and in June, 1836, the society purchased the Episcopalian Church building, situated at the northwest corner of Third and Chestnut Streets, for twelve thousand dollars, the understanding being that possession was to be given within one year from the date of sale. During this interval the congregation worshiped at Shepard's school-house, but in May, 1837, it took possession of the building, which it had purchased from the Episcopalians. While services were being held in the school-house sermons were preached occasionally by the Rev. Dr. Baker.

On the 6th of August, 1839, the public were notified that the choir of the Baptist Church would give a grand sacred concert at the First Presbyterian Church on the evening of the 7th of August, the proceeds to be applied to the purchase of an organ. Rev. B. A. Brabrook, of Newton Theological Seminary, served as pastor from May, 1837, to August, 1839, resigning on account of ill health, and the pulpit was supplied by different preachers until February, 1840, when Rev. R. E. Pattison, D.D., of Providence, R. I., became pastor. At the end of the year he was recalled to his former charge, and Rev. John M. Peck, D.D., of Rock Spring, Ill., and Rev. E. Rogers, of Upper Alton, Ill., alternately supplied the pulpit. Rev. Isaac Taylor Hinton, of Chicago, Ill., was pastor from July, 1841, to December, 1844. Under his ministrations the church grew so rapidly that in 1842 the seating capacity of the building was nearly doubled by throwing a portion of the vestibule into the audience-room and erecting galleries. During Mr. Hinton's pastorate one hundred persons were added to the membership by baptism, and nearly two hundred by letter. Mr. Hinton died of yellow fever in New Orleans in 1847, and his remains were removed to Bellefontaine Cemetery, St. Louis. He was succeeded by the Rev. Dr. Peck (supply) for one year. Rev. S. W. Lynd, D.D., of Cincinnati, Ohio, assumed the pastorate in December, 1845, and resigned December, 1848, to take charge of the Baptist Theological Institution at Covington, Ky. Rev. Dr. Peck again took charge of the church as supply, and continued to officiate until the Rev. J. B. Jeter, D.D., of Richmond, Va., assumed the pas-

torate. Dr. Jeter was called April 30, 1849, and entered upon the discharge of his duties on the first Sunday in October following. He resigned in July, 1852, and in May, 1853, the Rev. Daniel Read, D.D., of Medina, N. Y., was called to the pastorate. Dr. Read resigned in October, 1856, to become president of Shurtleff College, at Upper Alton, Ill., and was succeeded by the Rev. E. H. Page, of Massachusetts. In January and February, 1858, Elder Jacob Knapp, the famous revivalist, labored with success, and in May, 1858, the Rev. Galusha Anderson, D.D., of Zanesville, Wis., was called to the pastorate. He took charge on the second Sunday in September, 1858, and resigned in July, 1866, on account of ill health. During a portion of Dr. Anderson's pastorate the Rev. Dr. Kendrick was associated with him. Dr. Anderson's successor was the Rev. A. H. Burlingham, D.D., of New York, who took charge in December, 1866, and resigned in April, 1877, in order to become pastor of a congregation in New York City. Rev. W. W. Boyd was called to the pastorate in 1877, and commenced his ministration on the 1st of June in that year.

From the church at Third and Chestnut Streets the society removed to a second edifice erected by it on the corner of Sixth and Locust Streets, which cost, with the site, nearly forty thousand dollars, and was dedicated Aug. 13, 1848. The dimensions of the building were fifty-six by ninety feet, and the material was brick, with a cut-stone basement in front. The audience-room seated seven hundred persons, and the basement from three hundred to four hundred. On the 11th of March, 1849, in the presence of thousands of Germans, Dr. Peck baptized sixteen Hollanders, who had seceded from the Presbyterian faith. During the pastorate of Dr. G. Anderson (1858-66) great activity prevailed in the church, and one hundred and forty-nine persons were added by baptism and two hundred and ninety-seven by letter. Dr. Anderson devoted much of his time and attention to the cause of church extension. He organized the Church Extension Society in 1865, which furnished material aid in building new churches and relieving others from debt, and assisted largely in promoting the growth of Baptist congregations in St. Louis. The church record states that "he was the organizer of the Baptist forces of the city; he was their great leader, and his retirement was regretted by all." The present site of the church was selected by William M. McPherson, E. G. Obear, D. B. Gale, Thomas Pratt, and Nathan Cole, a committee chosen for the purpose. It was purchased on the 10th of July, 1872, is one hundred and eighty by one hun-

dred and thirty-five feet in area, and cost about thirty thousand dollars. Ground was broken June 19, 1873. The chapel was occupied on Christmas-day, 1874, but was not dedicated (owing to the pastor's illness) until a month later. On Dec. 17, 1877, it was decided to erect at once the main edifice, and it was nearly ready for occupancy when (Jan. 3, 1879) it was destroyed by fire. The work of rebuilding was begun at once, and the chapel was again occupied Aug. 10, 1879. In the mean time the congregation had worshiped in the Jewish synagogue, or Temple of the Gates of Truth, at Seventeenth and Pine Streets, by invitation of the rabbi, Dr. Sonnenschein. The completed edifice was dedicated Nov. 26, 1879, with services of a very interesting and impressive character. Hon. Nathan Cole, one of the deacons, presided, and Rev. George B. Taylor and Rev. Dr. J. B. Jeter conducted the preliminary service. William M. Page, another deacon of the church, then delivered an historical discourse, tracing the growth of the church up to that period, and was followed by the Rev. A. H. Burlingham, of New York, former pastor of the congregation, who described the embarrassments and difficulties which had attended the erection of the building. Dr. J. B. Jeter, of Richmond, Va., who had also been pastor of the church, Rev. George B. Taylor, of Rome, Italy, Rev. Dr. Boyd, Rev. J. F. Cook, president of Lagrange College, Rev. J. V. Schofield, D.D., and Rev. J. L. Burrows, D.D., of Cincinnati, also delivered addresses. Another session was held in the evening, at which the more formal dedication services were held. George T. Cram rendered the report of the building committee, and transferred the new church formally to the possession and control of the board of trustees.

The trust was accepted by the Hon. Nathan Cole, president of the board, who made a few remarks, in the course of which he mentioned in terms of warm commendation the munificence of Samuel C. Davis, of Boston, "who had at a critical moment come forward with a donation so liberal that it lightened their anxieties, and made easy that which seemed almost impossible." The 122d Psalm was then read by the Rev. Dr. Sawyer, after which the dedicatory sermon was preached by the Rev. John A. Broadus, D.D. The prayer of dedication was offered by the Rev. Dr. A. H. Burlingham, and the benediction was pronounced by the Rev. C. L. Goodell. The building was modeled after that of Emanuel Baptist Church, at Albany, N. Y., the architect being C. C. Nichols, of that city. The total amount expended upon it was two hundred and sixty-seven thousand eight hundred and thirty-four dollars and forty-eight

cents. The main building is seventy-one by one hundred and eight feet, and has a tower and spire two hundred feet high. The ceiling of the audience-room is fifty-two feet high. The chapel is forty-six by one hundred and sixteen feet, and contains a lecture-room,

the style is a highly ornate English Gothic. The organ was contributed, at a cost of ten thousand dollars, by Mrs. D. B. Gale as a memorial to her husband, who was for many years treasurer of the church. The organist is Professor E. M. Bowman, and the



SECOND BAPTIST CHURCH.

Sunday-school rooms, pastor's reception-room, parlors, baptistery, reading-room, etc., with a dining-room and kitchen in the basement. The material of the building is St. Louis limestone, laid up in ashlar, trimmed with Missouri gray sandstone from Warrensburg, and

singers composing the choir are among the leading musicians of the city. The present membership of the church numbers nine hundred persons, and the membership of the various Sunday-schools connected with the church numbers fifteen hundred.

Rev. W. W. Boyd, D.D., pastor of the Second Baptist Church, was born in Chemung, Chemung Co., N. Y., Nov. 22, 1843. When he was about two years old his parents removed to Saco, York Co., Me., where for many years his father was superintendent of the York Manufacturing Company, an extensive establishment for the manufacture of cotton goods. Being an extremely sensitive child, he was put under a tutor, instead of being sent to the public schools, until he was fitted to enter the High School. At the age of thirteen he was ready for college, but his health being delicate he relinquished study for several years. In 1858 he united with the First Congregational Church in Saco on profession of faith.

In 1859 his parents moved to Spring Vale, Me., and in 1861, on the death of his father, he was put in his place as superintendent of the Spring Vale Manufacturing Company. Although a youth of eighteen, he succeeded in conducting the business to the entire satisfaction of the corporation, most of the members of which resided in Boston, Mass.

To afford the operatives of the mills some opportunities for religious cultivation, he reopened a little Baptist Church in the village, long closed for want of a minister, and began on Sunday mornings to conduct a Sunday-school and read a sermon from Spurgeon or Beecher to the congregation. At their solicitation he soon began to address them in his own thoughts, and for nearly three years preached regularly both morning and evening on Sundays.

A deep religious interest was awakened, a new church was erected, and many persons asked to be baptized. He was still a Congregationalist, and felt unwilling to forsake the church of his parents, in which he had been reared, but after mature deliberation he united with the little Baptist Church, in company with thirteen others, who had been won to the faith by his sermons.

In 1866 his mother, a most estimable woman, died, and the way now being open to pursue his long-cherished desire for a collegiate education, he resigned his business position, reviewed his studies, and in 1867 entered the freshman class of Harvard College. For four years, by preaching and teaching, he succeeded in paying his expenses, and was graduated in 1871, with special honors in philosophy. In his sophomore year he received the first prize for excellence in oratory.

Immediately upon his graduation he went to Germany, spending one semester in Berlin University, one in Heidelberg, one in Göttingen, and two in Zürich, pursuing special courses in theology, Greek, and philosophy.

On his return he was appointed a proctor of Harvard College, where for a year he taught as a private tutor, continuing his special studies in Hebrew and theology.

In 1873 he was ordained pastor of the First Baptist Church of Charlestown District, Boston, Mass., in which pastorate he continued until called to St. Louis in June, 1877. His work in Charlestown resulted in the addition of nearly four hundred members to the church.

On his arrival in St. Louis he found the Second Baptist Church worshiping in a chapel, and immediately began to agitate the question of erecting the main edifice. The large increase of the congregation soon made this movement a necessity, and on Jan. 3, 1879, the magnificent building, nearly ready for occupancy, took fire from the carelessness of a workman, and with the exception of the walls was completely destroyed. On the very afternoon of the fire, while the ruins were yet burning, the building committee voted to rebuild and gave out two of the contracts, and on Nov. 26, 1879, the reconstructed edifice, free of debt, was dedicated.

In June, 1878, Shurtleff College, Upper Alton, Ill., conferred upon him the honorary degree of Doctor of Divinity. He is a trustee of Shurtleff College, and of La Grange College, La Grange, Mo., and holds many official denominational positions.

June 2, 1880, he was married to Miss Cora A. Dunham, daughter of Mr. and Mrs. John S. Dunham, of St. Louis.

Dr. Boyd's pastorate in St. Louis has been one of great and uniform success, the membership having increased from about four hundred to one thousand. He is a gentleman of great energy and executive ability, and as a pulpit orator is conceded a foremost rank among the array of able clergymen now officiating in St. Louis. His congregations are uniformly large, and, as pastor of the largest white Baptist Church in the State, no man occupies a more honorable or responsible position in the Baptist denomination of Missouri. Still a young man himself, his influence with the young is very great, and he is in the full enjoyment of all his youthful energies. Although, as a Baptist, he holds strongly to the cardinal doctrines of the faith, he manifests in matters not essential the utmost catholicity, and crosses denominational lines with the greatest freedom, if by any means he may do good. He takes an active interest in the affairs of the community, and is frequently summoned to address his fellow-citizens on matters of a public character. During his residence in St. Louis he has made a deep impression, not only upon the religious thought of the city, but also upon its intellectual life and spirit.



Sincerely Yours
W. W. Boyd

North Baptist Church.—On the 20th of July, 1842, another Baptist Church was organized in St. Louis. The council consisted of Rev. I. T. Hinton, of St. Louis; Rev. Dr. G. B. Perry, of Alton, Ill.; and Rev. J. C. Herndon, of St. Louis County. Dr. G. B. Perry delivered the sermon and charge to the church, and Rev. I. T. Hinton gave the hand of fellowship to the new body. Rev. J. C. Herndon delivered the concluding prayer. A church building was erected on what is at present Christy Avenue, and the congregation was known as the North Baptist Church. Rev. Gideon B. Perry was the pastor. He was succeeded by Elder S. H. Ford, who was followed by Elder W. F. Nelson, Professor in Covington Theological Seminary. In 1846, however, this church merged back into the Second, in view of the movement to erect a new building in the vicinity.

The First German Baptist Church, southwest corner of Fourteenth and Carr Streets, Rev. J. M. Hoefflin, pastor, was organized in January, 1850, by Elder S. H. Ford, D.D., Rev. J. B. Jeter, D.D., Rev. A. Sherwood, D.D., and Rev. John M. Peck, D.D., with nineteen members from the Second Church, the majority of whom were Hollanders, and the remainder Germans. Of these two were at once ordained to the ministry,—C. Schoemaker for the Dutch, and F. W. Glatfeld for the Germans. The church building was erected in 1863, but was not finished and dedicated until May, 1865, the congregation having had a hard struggle against debt and difficulties. It has a seating capacity of five hundred, and cost fifteen thousand dollars. Rev. Mr. Glatfeld resigned soon after his appointment, and Rev. Mr. Schoemaker preached to both Dutch and Germans until the fall of 1852. Rev. S. E. K  pfer served the church for six months in 1850, and in May, 1853, Rev. C. West became pastor. From March, 1855, until May, 1857, the church was without a pastor. In 1857, Rev. A. H  usler was appointed, but for two years subsequent to the fall of 1860 the pastorate was again vacant. Rev. J. S. Gubelmann, under whose leadership the church was built, took charge in that year, and remained until September, 1868. Rev. J. C. Haselhuhn assumed the pastorate in January, 1869, and resigned December, 1871, to take charge of the Baptist journal *Der Sendbote*; the church was then successively supplied by Revs. C. Koos, W. C. Kahe, E. Tschirch, and H. Gellert. Rev. C. Ohlgart was pastor from June, 1876, until September, 1879, and the present pastor took charge on the 1st of April, 1881. The present membership of the church numbers one hundred and forty-two persons, and it is doing extensive mission work, having two mission

stations and three Sunday-schools, with about four hundred scholars.

The Third Baptist Church, Fourteenth Street and Clark Avenue, Rev. J. P. Greene, pastor, was organized, Dec. 29, 1850, as a colony from the Second Church (then situated at the corner of Sixth and Locust Streets), whose pastor, Rev. J. B. Jeter, D.D., thought that there ought to be a Baptist Church "in the western part of the city." It is a significant fact in the history of the growth of St. Louis that when, a quarter of a century later, the Second Church decided to remove to a more central part of the city it chose a site some ten or twelve blocks west of where the Third Church planted itself and still remains at this location. At first the new colony, composed of thirty members, with Rev. Joseph Walker as pastor, met for worship in a hall on Market Street, between Centre and Thirteenth Streets, and was sustained during the first three years of its existence by the joint aid of the Southern Baptist Convention and the General Association of Missouri.

Samuel C. Davis was the first superintendent of the Sunday-school. The first baptism was performed on the evening of Feb. 7, 1851.

The second pastor was Rev. John Teasdale, who succeeded in April, 1854, after a vacancy of nine months (Rev. J. Walker having resigned to accept a call as secretary of the Board of Missions). Mr. Teasdale was a man of great earnestness and power, and was among the most regretted of the victims of the Gasconade disaster. He raised the money with which was purchased the ground on which the church now stands, and of which (besides what was purchased) about fifty feet front on Clark Avenue was given by Judge Marshall Brotherton, D. B. Gale, and Hon. W. M. McPherson. During his pastorate was built what is now the chapel, Sunday-school, etc., which was dedicated for worship Dec. 31, 1854. Rev. William Crowell became the church supply fifteen months later, and served for ten months. Rev. Washington Barnhurst became pastor in October, 1856. Failing health caused him to resign July 8, 1860, and he died April 29, 1862. Rev. Elias John Foote began to supply the church in August, 1860, and on Feb. 17, 1861, became pastor. He resigned in April, 1862. Rev. J. V. Schofield (now pastor of the Fourth Church) was called June 20, 1862. During his pastorate the present church edifice was erected. It was dedicated May 12, 1866, and cost forty-five thousand dollars. It was dedicated on the 15th of April, 1866. Its seating capacity was about eight hundred, and the lecture-room accommodated two hundred and fifty persons. Mr. Schofield resigned in

1869. Rev. W. Pope Yeaman, D.D., served as pastor from April, 1870, until October, 1876. Rev. George A. Lofton, D.D. (now pastor of Park Avenue Church), was his successor, and preached his farewell sermon July 16, 1882, in which he said, "During the less than six years of my pastorate I have attended over one hundred funerals, married one hundred and sixty couples, baptized over two hundred converts, welcomed as many into your midst by letter. When I came you were struggling with the trials of division, debt, and declension; you have paid off over ten thousand dollars indebtedness, and we have grown in every form of active development." Rev. J. P. Greene began his pastorate Nov. 1, 1882. The present membership of the church numbers five hundred, and about six hundred scholars and teachers attend the Sunday-schools, which are held morning and afternoon.

The Fourth Baptist Church is situated on Twelfth Street, between Benton and North Market Streets. Rev. J. V. Schofield is the pastor. The society had its origin in the missionary efforts of Rev. Dr. J. B. Jeter and the members of the Second Baptist Church. On the 26th of January, 1857, the members of the Second Church selected Rev. J. B. Jeter and Messrs. S. C. Davis, P. G. Camden, D. J. Hancock, and A. P. Coons as a committee to choose a missionary for the northern part of the city. In July, 1851, Rev. E. J. Owen was employed as a missionary, at a salary of seven hundred dollars per annum, two-sevenths of which he gave to the society for church-building purposes. He preached his first sermon July 3d. On the 19th of September of that year twenty-four persons withdrew from the Second Baptist Church to constitute the new society. Only sixteen were admitted, namely, Robert S., Elizabeth, and Harriet Graham, Mary Beach, Sylvanus and Margaret Harlow, Caroline Tice, Charlotte A. Boggs, Sarah Henderson, David, Martin, David L. and Emma Latour-ette, Phoebe Twigg, Nathan and Rebecca Cole.

The permanent organization was effected on the 21st of September, 1851, and was styled "Zion Baptist Church," but subsequently the name was changed to that of the Fourth Baptist Church. The constituent members of the organization were William Jones, Mr. Graham, Dr. Martin, Miss Mary Martin, Mrs. Eleonora Caymore, Dr. Claggett, Mrs. Gordon, Miss Harriett Graham, Charles Conway, Mrs. E. Conway. For the first seven years the society worshiped in Sturgeon Market. The Second Baptist Church assisted the enterprise as far as practicable, but the congregation experienced several nearly fatal financial struggles, from which it was rescued by the perseverance of the lady members of the society, in

consequence of which it was known as "the Sisters' " Church. The corner-stone of the church building was laid on the 7th of July, 1858, and the basement story was dedicated April 24, 1859. On the 1st of January, 1861, the two Sunday-schools connected with the church were consolidated, and were thenceforward known as the Benton Mission, E. D. Jones being the superintendent. The main building was dedicated on the 9th of November, 1862. The lot has a frontage of ninety feet on North Market and Benton Streets, and a side front of one hundred and thirty-five feet on Twelfth Street, and is among the lots which surround one of the three circles in North St. Louis. The dimensions of the building are seventy by eighty-five feet. The main audience-room seats six hundred persons, and the conference-room four hundred. The structure is of brick, substantially built, with a large wooden stairway leading to the audience-room in the second story.

The pastors have been Revs. Edward J. Owen, October, 1851, to March, 1855; Thomas Morton, December, 1855, to February, 1856; George Howell, for eight months from June, 1856; George Mitchell, December, 1857, to May, 1859; E. G. Taylor, for five months from October, 1860; W. B. Bolton, August, 1861; Thomas Morton, October, 1861, to May, 1862; A. C. Osborn, December, 1862, to February, 1869; D. T. Morrill, May 9, 1869, to 1875; H. M. Pogson, 1875 to 1876; J. V. Schofield, appointed November, 1876. Connected with the church are a Ladies' Aid Society, organized in 1879; Ladies' Missionary Society, organized in 1880; and a Young Ladies' Society, organized in 1881. The present membership numbers about three hundred persons. The average attendance is two hundred and fifty, of whom two-thirds are females. The Sunday-school, of which Hiram H. Post is superintendent, was formerly held in the afternoon, with an average attendance of three hundred and twenty-five. A change to morning sessions resulted in a falling off in numbers, there being now somewhat less than two hundred children, with twenty-five to thirty teachers. A regular Sunday evening collection realizes three hundred dollars. During the past five years the church has been relieved of a heavy mortgage.

The Beaumont and Bernard Streets Baptist Churches.—In 1859, Dr. Galusha Anderson, pastor of the Second Church, and the zealous promoter of church extension, established the Jefferson Mission at Twenty-fifth Street and Franklin Avenue, out of which grew the Beaumont Street Church, organized in 1866, with fifty-seven members, of whom fifty-five were dismissed for the purpose from the Second Church.

It met for several years in a chapel on the northeast corner of Morgan and Beaumont Streets. Rev. A. A. Kendrick, D.D., president of Shurtleff College, Upper Alton, Ill., was its first pastor, and under his ministry it attained a large membership. Rev. J. C. C. Clarke was the pastor two years. The congregation was without a pastor in 1876, and was soon after merged into the Second Church. The church edifice was a small one-story brick building, seventy by forty feet, and seated about five hundred persons. The building was rented on Jan. 1, 1878, to the congregation of Bethlehem Evangelical Church, and in 1879 was sold to the Turners, who now occupy it as their hall.

Bernard Street Church was organized in 1868, and occupied a small frame chapel on the southeast corner of Bernard and Emily Streets. Rev. J. C. Hickman was its pastor in 1875. The church has since ceased to exist.

Park Avenue Baptist Church is situated on the north side of Park Avenue, between Stoddard Avenue and Morton Street. Rev. George A. Lofton, D.D., is the pastor. In 1867 the Baptist Church Extension Society purchased from the Presbyterians the property now occupied by this church, and, after enlarging the building, established, in June, 1867, the Park Avenue Mission Sunday-school, with A. J. Conant as superintendent. At the end of the first year it numbered three hundred scholars. In the fall of 1868, Rev. J. M. C. Breaker, of South Carolina, began preaching, and shortly after organized the present church, with seven members from the Second Church (Messrs. A. J. Gonsalves, W. P. Hancock, E. H. E. Jameson, John W. Allen, Mrs. Allen, Miss Mary Kelley, and Mrs. Margaret W. Jameson) and five converts from the mission. Col. E. H. E. Jameson was for many years superintendent of the Sunday-school, and was subsequently licensed to preach, and supplied the Park Avenue pulpit for several years. In the spring of 1876 he was ordained and became pastor of the church, but resigned May 1, 1876. Assisted by Messrs. D. B. Gale, William M. Page, D. J. Hancock, and a few others, he kept the church alive through many seasons of trial and despondency. The Church Extension Society went out of existence before the property was paid for, and the latter was sold to D. B. Gale, who gave its use, rent free, to the society until his death, since which time it has continued to occupy it at a nominal rent. The pastorate of the church has been successively filled by the Revs. J. M. C. Breaker, George Kline, M. L. Laws, E. H. E. Jameson, J. V. Schofield (supply), D. T. Morrill, after whom, for two and a half years, the pulpit was supplied by William E.

Stephens, a lay preacher, and others until the appointment, in July, 1882, of the present pastor. The church now reports one hundred members, and the Sunday-school has sixteen officers and teachers, and an average attendance of nearly two hundred and fifty scholars. The superintendent is W. L. C. Brey, who has been connected with mission Sunday-school work since 1856, when Rev. George Kline started such a school at Soulard Market.

Carondelet Baptist Church.—The Carondelet Church is situated at the corner of Fifth and Taylor Streets, South St. Louis. Rev. G. L. Talbot is the pastor, and C. S. Purkitt is the clerk. It was organized as the First Baptist Church of Carondelet, Nov. 3, 1867, at the residence of Deacon C. S. Barrett, corner of Second and Taylor Streets, Carondelet, by Rev. Adiel Sherwood, D.D., and Rev. J. V. Schofield, D.D., of the Third Baptist Church of St. Louis, now of the Fourth Church. The organic members were C. S. Purkitt, M.D., Nathan B. Jones, Mrs. Meroe Andrews, Mrs. Charlotte P. Purkitt, and Miss Antoinette Purkitt. The corner-stone was laid in October, 1871. The building was first used July 4, 1872, and was formally dedicated Dec. 15, 1872, by Rev. Dr. Burlingham, of the Second Church, and the Rev. W. Pope Yeaman, of the Third Church of St. Louis. The pastors have been Revs. Frederick Bower, appointed April, 1868; J. H. Luther, D.D., appointed March, 1869; Thomas Hudson, appointed July, 1871; John Seage (*pro tem.*), appointed March, 1873; J. H. Breaker, appointed Nov. 2, 1873; T. J. Koetzi (*pro tem.*), appointed Sept. 15, 1875; A. F. Randall, appointed Feb. 4, 1876; E. L. Schofield, appointed Sept. 23, 1877; G. L. Talbot, appointed Jan. 1, 1882. In August, 1874, the church sent out a colony of about thirty members to form a new church called the Welsh Mission, or Second Baptist Church, which flourished for about two years and then dissolved, most of the members returning to the Carondelet Church. Connected with it are the Sunday-school, organized four or five years earlier than the church and now having nine teachers and over one hundred scholars; a Ladies' Industrial Society, organized April 1, 1869, and still flourishing and steadily increasing in usefulness; a Ladies' Foreign Missionary Society; the Baptist Literary Society, organized in December, 1877; and the Mite Society, organized in January, 1882. A Young Ladies' Pastoral Aid Society was organized Feb. 9, 1876, but only remained in existence one year. The congregation numbers about forty families, or one hundred and fifty-seven persons. In May, 1882, there were one hundred and six communicants.

Garrison Avenue Baptist Church, corner of Morgan Street and Compton Avenue, Rev. J. H. Curry, D.D., pastor, was organized March 29, 1877, with Rev. W. Pope Yeaman, D.D., as pastor, by thirty-nine members, most of whom had obtained letters of dismissal from the Third Baptist Church. Their first place of worship was on Garrison Avenue, between Lucas Avenue and Morgan Street (hence the name of the church), and in it on the 8th of April, 1877, the dedicatory services were held. In the early part of 1879 the church building was removed to its present site at a cost of five hundred dollars. Dr. Yeaman resigned the pastorate Dec. 22, 1878, to accept an appointment from the General Baptist Association of Missouri, after which the church depended upon supplies until Jan. 26, 1879, when Rev. J. C. Armstrong became the pastor. He resigned Dec. 1, 1881, to take editorial charge of the *Central Baptist*. Dr. Curry, the present pastor, who was visiting the city at the time, was invited to occupy the pulpit on the 2d of April, 1882. Two weeks later he received a unanimous call to the pastorate of the church, and resigned the charge of a flourishing congregation at Dallas, Texas, in order to accept it. The first deacons of the church were George L. Babington and William H. Curtis, chosen at the time of organization, and M. S. Clemens and John Herget, appointed later. Gabriel Long was the first clerk, and James S. McClellan, Gabriel Long, Mr. Stilwell, and Samuel V. Monks composed the first board of trustees. The Sunday-school was organized at the same time as the church, with fifteen scholars, and William H. Curtis as superintendent. It now numbers one hundred children, and the membership of the church has increased from thirty-nine to ninety.

Colored Baptist Churches.—The colored Baptists of St. Louis organized themselves into a congregation about 1833, and the establishment of their church was almost contemporaneous with that of the Second Baptist Church. They adopted the name of the First Baptist Church (the white congregation under that title having become extinct). The pastor of the Colored Baptist Church was Rev. Berry Meacham, an energetic colored man. He was formerly a slave in Virginia, and having purchased his freedom, removed to St. Louis, where he followed the occupation of cooper. He bought the freedom not only of himself, but as he prospered in business that of his wife, children, and father. In the same way he secured the liberation of fifteen slaves, who worked for him in his cooper-shop until they had paid the money thus advanced. In 1836, Berry Meacham was the owner of two brick houses in St. Louis, a

farm in Illinois, the estimated value of which was ten thousand dollars, and two steamboats.

THE FIRST AFRICAN CHURCH, Almond, between Fourth and Fifth Streets, Rev. J. R. Young, pastor, now has now a membership of six hundred and twenty-four.

THE EIGHTH STREET (OR SECOND) CHURCH is situated on the southwest corner of Eighth Street and Christy Avenue. Rev. S. P. Lewis is the pastor. On the 22d of March, 1846, Elders Richard Sneethen and J. R. Anderson commenced preaching in a hall adjoining Liberty Engine House, and in June following petitioned for letters of dismissal from the First African Church. These were granted, and on the 3d of August, 1846, the Second Church was organized with twenty-two members dismissed from the First. It was recognized by the council Oct. 24, 1847. On the 17th of June, 1851, the present lot was purchased for four thousand five hundred dollars, and the erection of the building was begun Aug. 1, 1851. The basement was first occupied in October following, and the building was completed and dedicated Aug. 22, 1852. It was enlarged by an addition of twenty-five feet, in accordance with a vote of the congregation taken Feb. 5, 1858. Its present membership is five hundred and fifty.

UNIVERSITY CHURCH.—On the 11th of December, 1867, Elder Edward Wills¹ began to preach in a small room on University Street, between Twenty-second and Twenty-third Streets, and in 1869 organized the present church at University Street and Jefferson Avenue. He continued pastor until the close of 1881, when the church became involved in legal difficulties, and sued its pastor, as trustee, for possession of the property. The church was closed during the first four months of 1882, and reports only forty-five members to the Association. The other Colored Baptist Churches are the Chambers Street Church, at the corner of Tenth and Chambers Streets, Rev. W. B. Jones, pastor, membership 160; Mount Zion Church, Papin Street, between Pratte Avenue and High Street,

¹ Edward Wills, one of the oldest preachers in St. Louis, was born of a slave mother in 1811, on the farm of Willis Wills, in Logan County, Ky. In 1836 he was removed to Virginia and hired out to work, and two years later was brought to St. Louis. In 1853 he was licensed to preach, and officiated at different times at seven different churches,—the Garrison, Concord, Cold Water, Musick's, Kirkwood, Gravois, and Belleville (Ill.). He was fully ordained in September, 1866, and organized successively the Platte Creek Church, at Fish Lake, Ill.; Elder Wills' Church, in the American Bottom; University Church, St. Louis; and others in St. Charles and Brigham, Mo. After a pastorate of fourteen years the church in St. Louis not only turned from him, but sued him for possession of the property which he held as trustee.

Rev. Lewis Lane, pastor, the membership numbering 70 persons; Antioch, Edwardsville, membership 65; Bethel, North St. Louis, membership 33; South St. Louis, Carondelet road, near River des Peres, Rev. T. Jackson, pastor, membership 54; St. Paul, Rev. C. Landers, pastor, which meets in the Jewish Synagogue, membership 43; Rock Spring, Rev. William J. Brown, pastor, membership 80; Compton Hill, Compton Avenue and Caswell Street, Rev. C. Decatur, pastor, membership 138.

METHODIST CHURCHES.

Methodism in Missouri.—Rev. John Clark was the first Methodist minister to settle in Missouri. He arrived about 1798, but soon after became a member of the Baptist denomination and organized a number of congregations under the auspices of that church. When the territory was ceded to the United States (in 1804) and restrictions on Protestantism removed, missionaries turned their attention to Missouri, and Joseph Oglesby in 1805 reconnoitred the Missouri country to the extremity of the settlements, and “had the pleasure of seeing Daniel Boone, the mighty hunter.” In 1806 the Western Conference (embracing the entire Mississippi valley, from the Alleghenies westward) appointed William McKendree (afterwards bishop) to the presiding eldership of Cumberland District (which included Indiana, Illinois, West Tennessee, Missouri, and Arkansas), and John Travis to the Missouri Circuit, a sparsely-settled region, extending from Pike County on the north to Pemiscot County on the south, and from thirty to fifty miles westward of the river. McKendree and Travis traveled over their territory on horseback, and carried their provisions in their saddle-bags. They often slept on the ground, and swam or forded rivers. Travis divided Missouri into two circuits, the Missouri River being the dividing line, and reported fifty-six members in the Northern (or Missouri) Circuit, and fifty in the Southern (or Meramec). In 1809, Cold Water Circuit was added; it included St. Louis, and contained thirty-nine members. In 1821, St. Louis became a separate circuit, with two hundred and fifteen members, and Rev. Isaac N. Piggot as minister. Missouri, as stated, was in 1807 a circuit of Cumberland District, Western Conference; in 1809 its circuits belonged to Indiana District; in 1812 to Illinois District; in 1813 they became part of the Tennessee Conference; in 1814, Missouri became a district; in 1816 it was attached to the Ohio Conference; in May, 1816, the Missouri Conference was created by the General Conference sitting in Baltimore, and embraced Missouri, Illinois, and a large part

of Indiana. Its first session was held, commencing Sept. 23, 1816, at Shiloh meeting-house, in Illinois,—the first church built by Methodists so far West. It consisted of nine members, and there were twenty-two preachers to be stationed, of whom twelve were in Illinois and ten in Missouri. There were eight hundred and seventy-five white and fifty-nine colored members in the Missouri District, which was then divided into seven circuits. In September, 1820, at the fifth meeting of the Missouri Conference, Missouri was divided into two districts,—Missouri and Cape Girardeau; St. Louis Circuit being in the former, which was divided into eight circuits, with a total membership of seven hundred and sixty-three, of whom two hundred and fifteen were in St. Louis Circuit. On the 24th of October, 1822, the Missouri Conference met for the first time in St. Louis, where the building of the First Methodist Church had just been completed, and the town of St. Louis was made a separate station, with Rev. Jesse Walker as the minister.

In 1824, Illinois and Indiana were organized into a new Conference, and the Missouri Conference was made to include the State of Missouri and Arkansas Territory. In 1836 the Arkansas Conference was organized, and the Missouri Conference was made to include the State of Missouri and that part of Missouri territory which lies north of the Cherokee line. At the fifteenth session of the Missouri Conference, held in St. Louis, beginning Sept. 16, 1830, it was re-districted into four districts,—Missouri, St. Louis, Cape Girardeau, and Arkansas; the St. Louis District being divided into St. Louis station and seven circuits. The latter were Union, Gasconade Mission, Salt River, Palmyra, Buffalo, and Missouri. Prior to 1822 the congregations were served by missionaries or circuit-riders. These, with the dates of their appointment, were John Travis, 1807; Edward Wilcox, 1808; John Crane, 1809; Isaac Linsey, 1810; George A. Collins, 1811; Daniel Fraley, 1812; John M. McFarland, 1813; Richard Conn, 1814; Jacob Whitesides, 1815; Benjamin Proctor, 1816; John Scripps, 1817; John Harris, 1818; Samuel Glaze, 1819; Thomas Wright, 1820; Isaac N. Piggot, 1821; Jesse Walker, 1822. The presiding elders since the establishment of St. Louis District have been Andrew Monroe, 1830, 1832–36; Alexander McAllister, 1831; Silas Comfort, 1836–37; James M. Jameson, 1838–40; Wesley Browning, 1841–43; William W. Redman, 1844. The bishops presiding at the Missouri Conference since its organization have been William McKendree, 1816, 1818, 1823; Robert R. Roberts, 1817, 1820–22, 1824–27,

1830-31, 1834-36, 1842; Enoch George, 1819; Joshua Soule, 1828-29, 1832, 1837-38; Thomas A. Morris, 1839-40; Beverly Waugh, 1840; James O. Andrew, 1843.

In 1844-45 occurred the great secession of the Southern Methodists, which left the Northern members for a time without "a local habitation or a name" in Missouri, and without a Conference in the State or a church in the city. A few ministers, however, the more prominent of whom were Rev. Anthony Bewley (who in 1860 was hung by a mob at Fort Worth, Texas), Rev. Mark Robertson, Rev. Nelson Henry, Rev. Peter Akers, and Rev. Joseph Tabor, continued to labor in connection with the old denomination. In 1845 a small church, called Ebenezer, was erected, which, in 1862, became the Union Methodist Church of St. Louis. In 1848 the Missouri Conference was reorganized, meeting with the Illinois Conference at Belleville, and was made to include Kansas and Arkansas. In 1852 the Arkansas Conference was set off, and in 1856 the Kansas Conference was formed. In 1861, when the civil war commenced and the fate of Missouri, as to its connection with the Union or the Southern Confederacy, trembled in the balance, the Northern Methodists were again disorganized, many of the ministers being compelled to leave their posts throughout the State. In May, 1861, their services were suspended everywhere except in St. Louis, and Ebenezer Chapel (St. Louis) was seized for debt and closed, Hedding Chapel was dissolved, and only a nucleus of worshipers remained at Simpson Chapel. During this period presiding elders and ministers either left the State or entered the army as chaplains or soldiers. In the latter part of 1861, owing to the occupation of the State by the Northern troops, the Southern wing of the church in turn became disorganized and scattered. On the other hand, the old Methodist organization began to recover its lost ground, and has continued to flourish ever since. The Missouri Conference was reorganized in May, 1862, as the Missouri and Arkansas Conference. In 1868 it was divided into the Missouri Conference (north of Missouri River) and St. Louis Conference (south of the river and including Arkansas), and in May, 1872, the Arkansas Conference was cut off and established as a separate body.

The first church of the denomination established in St. Louis was organized by the Rev. Jesse Walker in the fall of 1820, and the first systematic preaching was begun about the middle of December of that year. The first Sunday-school was commenced in December of the following year, and its first superintendent was Col. John O'Fallon. In 1845, owing

to the dissension which had arisen concerning the question of slavery, the congregation separated from the regular Methodist organization and joined the Methodist Church South. It then became known as the First Methodist Episcopal Church South, and consequently there is nominally no "First Church" of the old organization in St. Louis.

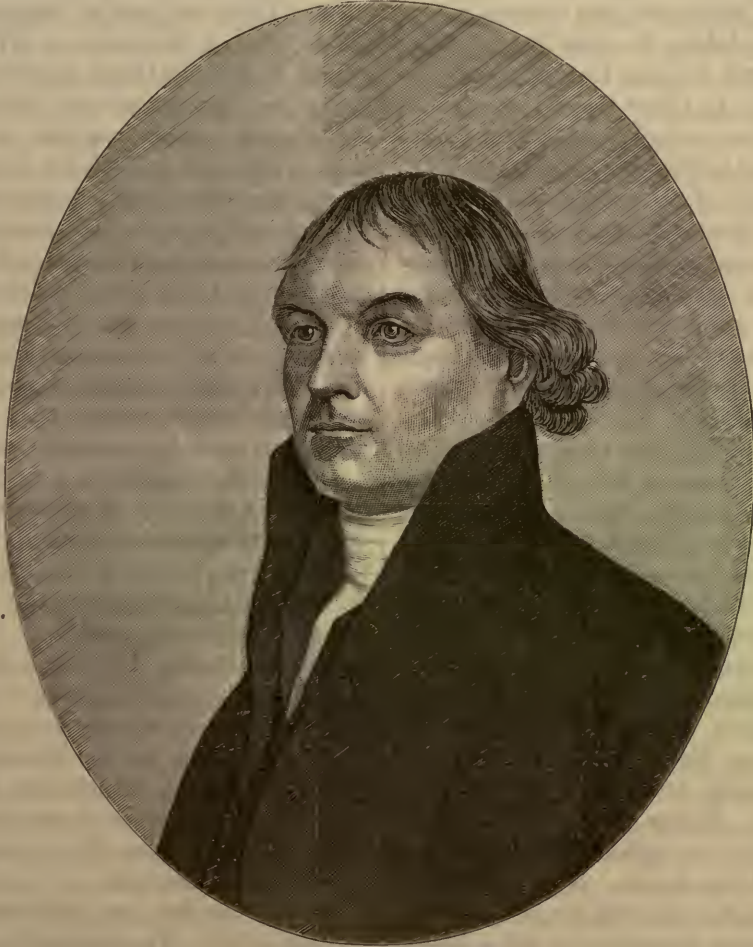
The bishops of Missouri Conference from 1849 until 1868, and of St. Louis Conference since, have been as follows: E. S. Janes, 1849, 1852, 1858, 1869; C. J. Houts, *pro tem.*, 1850; B. Waugh, 1851; T. A. Morris, 1853, 1861; E. R. Amcs, 1854, 1857, 1860, 1863, 1867, 1871; Matthew Simpson, 1855, 1862, 1877; O. C. Baker, 1856, 1864; Levi Scott, 1859, 1865, 1872; C. Kingsley, 1866; E. Thomson, 1868; Davis W. Clark, 1870; Thomas Bowman, 1873, 1878; Edward G. Andrews, 1874; Stephen M. Merrill, 1875; Jesse T. Peck, 1876; Isaac W. Wiley, 1879; Randolph S. Foster, 1880; John F. Hurst, 1881; Henry W. Warren, 1882. The St. Louis Conference is now divided into St. Louis, Sedalia, Kansas City, Springfield, and Missouri Districts. St. Louis District has twenty stations or circuits, the presiding elders over which since the reorganization in 1848 (with the dates of the Conferences appointing them) have been George W. Robbins, 1848; J. J. Buren, 1849-50; David N. Smith, 1851; C. J. Houts, 1852-54; J. H. Hopkins, 1855-56; Nathan Shumate, 1857; Samuel Huffman, 1858-61; J. C. Smith, 1862-64; M. Sovin, 1865-68; J. L. Walker, 1869-71; A. C. George, 1872; T. H. Hagerty, 1873-75; C. A. Van Anda, 1876; F. S. Beggs, 1877-80; T. H. Hagerty, 1881-82. The reorganized Missouri Conference started in 1848 with 1538 members and 26 traveling and 24 local preachers, Arkansas being included in these figures. The St. Louis Conference held in March, 1882, reported 18,080 members and probationers, 168 local preachers, 171 Sunday-schools, with 1562 teachers and 13,169 scholars, 191 churches, and 65 parsonages. St. Louis Station (or City) reported 1187 members and probationers, 8 local preachers, 7 churches, 7 Sunday-schools, with 158 teachers and 1655 scholars.

The **Western Methodist Book Concern**, 1101 Olive Street, was organized in 1865, with Rev. Benjamin St. James Fry, D.D., as manager, in rented rooms at No. 413 Locust Street, and later removed to 913 North Sixth Street, which property had been bought and is still owned by the concern, being now used for manufacturing purposes. John H. Cameron was manager from 1872, when Dr. Fry took the editorial management of the *Central Christian Advocate* until 1880, and was then succeeded by the pres-

ent manager, Samuel H. Pye, from the Cincinnati Book Concern. In the third story of the present quarters are the editorial office of Dr. Fry, and the room where, every Monday morning, are held the meetings of the Methodist Episcopal Ministers' Association. The Book Concern moved into its present quarters in 1881.

Benjamin St. James Fry, D.D., was born in Rutgers, East Tennessee, in 1824, but spent his childhood and early manhood in Cincinnati. He was educated

subsequently re-elected, and continues to hold that position. He was a reserve delegate of the General Conference of 1868, and served part of the session, and was secretary of the Committee on Sunday-schools. At the General Conference of 1876 he was the secretary of the Committee on Education. Dr. Fry has been a frequent contributor to periodical literature, and is the author of several volumes of Sunday-school books, including lives of Bishops Whatcoat, McKendree, and Roberts. He was also



BISHOP MCKENDREE.

at Woodward College, Cincinnati, and was received into the Ohio Conference in 1847. Among his appointments in that Conference were Portsmouth, Newark, Chillicothe, and Zanesville. He was president of the Worthington Female College for four years, and served three years as chaplain in the Union army. In 1865 he was placed in charge of the depository of the Methodist Book Concern at St. Louis, and conducted its business until, in 1872, he was elected editor of the *Central Christian Advocate*. He was

the author of "Property Consecrated," one of the prize volumes issued by the church on systematic beneficence.

William McKendree, one of the early bishops of the Methodist Episcopal Church, was born in King William County, Va., on the 6th of July, 1757. He was a soldier during the Revolutionary war, entering the army as a private, and rising to the rank of adjutant. He was placed in the commissary department, and was present at the surrender of Cornwallis at

Yorktown. In 1787 he was converted to religion, and soon began to take a prominent part in public meetings. In 1788 he was received on trial for the ministry, and continued to labor in his vocation until November, 1792, when, having been influenced by Mr. O'Kelly to join in certain measures of alleged reform, he was greatly disappointed by their failure at the General Conference. Mr. O'Kelly withdrew from the church, and Mr. McKendree sympathizing with him, sent in his resignation as a minister, but the Conference agreed that he might still preach among the societies. Mr. McKendree soon obtained leave to travel with Bishop Asbury, in order that he might ascertain for himself whether his impressions had been well founded. In a short time he became satisfied that he had been deceived. In 1796 he became presiding elder, and in 1801 was sent to the West to take the supervision of the societies in Ohio, Kentucky, Tennessee, Western Virginia, and part of Illinois. In 1806 he was appointed to the Cumberland District, embracing Arkansas, Missouri, Illinois, and half of Tennessee, and during the same year traveled extensively in Illinois. He himself records that in 1807 "we attended a camp-meeting across the Mississippi River, which was the first meeting of the kind ever held on that side of the river, and we walked about forty miles to get to it." In 1808 he was called to preach before the General Conference, and discharged this task so ably that Bishop Asbury said at its close, "That sermon will make McKendree bishop." This prediction was realized by his election as bishop by the same Conference (1808). In 1816, during which year he presided at the first session of the Missouri Conference, he became the senior bishop. He died on the 5th of March, 1835, at the residence of his brother, near Nashville, Tenn. Bishop McKendree was a popular preacher, and a zealous and laborious minister. He was careful in the administration of discipline, and introduced system into all the operations of the church. His influence was potent everywhere, but especially was he regarded as the father of Western Methodism, to which he had given years of earnest labor, and in the success of which he felt a deep and abiding interest.

Jesse Walker was born in North Carolina (the exact date is uncertain), and was admitted as a traveling preacher in 1802. Subsequently, for four years, he traveled in Kentucky and Tennessee. In 1806 he was appointed missionary to Illinois, and at the end of his first year of labor reported that he had secured two hundred and eighteen members to the church in that region. He continued his missionary labors in Illinois and Missouri until 1812, when he

was made presiding elder over the church in both those Territories. In 1820 he was appointed Conference missionary, with leave to select his own field of work, and chose St. Louis, where he established the First Methodist Church, of which he remained pastor for two years. On the 24th of October, 1822, he again obtained the appointment of Conference missionary, and in 1823 began to labor among the Indians. In 1834 failing health compelled him to retire to his farm in Cook County, Ill., where he died on the 5th of October, 1835.

John Travis was born of Presbyterian parents, in Chester District, S. C., Nov. 3, 1773. He was appointed to Missouri Circuit in 1806, at which date he was first received on trial by the Western Conference, and traveled from five to seven hundred miles on horseback to reach his circuit. Two years later he was received into full connection, and in 1812 was ordained as elder. He remained in charge of different circuits, nearly as wild and thinly settled as the first, until 1815, when he married, and retired to a farm in Livingston (now Crittenden) County, Ky., where he studied and subsequently practiced medicine. He preached occasionally until his death. He became totally blind fourteen years before his death, which occurred in his eightieth year, Nov. 11, 1852.

Among the early ministers of the Methodist Church in St. Louis, Rev. John W. Springer and Rev. Joseph Boyle, D.D., were also prominent. Mr. Springer was born in Fayette County, Ky., in 1808, and arrived in St. Louis in 1848, and took charge of the St. Louis mission. Besides the mission, he had charge of a number of circuits. He was married three times, his first wife being Eliza Pilcher, of Fayette County, Ky., the second Eliza Lueller, and the third Minerva D. Pilcher, sister of the first Mrs. Springer. He was a faithful and active minister, and labored industriously for many years, but at the time of his death, which occurred on the 17th of October, 1879, was on the superannuated list.

Joseph Boyle was born in Baltimore on the 12th of May, 1812. The field of his first ministerial labors was Pittsburgh, but in 1842, at his request, he was transferred to St. Louis, and became pastor of the First Church. He was a delegate to the Louisville General Conference of 1844, at which the Methodist Church was divided into two bodies, the Methodist Episcopal Church and the Methodist Episcopal Church South, and labored earnestly for reconciliation. Until his death, which occurred on the 3d of May, 1872, Dr. Boyle continued in the active discharge of his ministerial duties. In 1870 he was placed upon the retired list as a supernumerary at the First

Methodist Church, on Eighth Street. He did not, however, relax his ministerial labors, but continued to preach and work for the cause to which he had devoted his energies. He preached his last sermon at Lexington, Mo., on the Sunday preceding his death.

Dr. Boyle was distinguished by his learning and eloquence, as well as by the elevated tone of his character and the simplicity of his life. He was extremely popular with the citizens of St. Louis, and for a number of years was one of the most prominent and useful members of the community.

Trinity Methodist Episcopal Church.—This church, situated at the southwest corner of Tenth and North Market Streets, Rev. R. R. Pierce, pastor, had its origin in Simpson Chapel, which was organized about 1857. Simpson Chapel was the only Northern Methodist Church that continued to hold services in St. Louis during the stormy period at the beginning of the war, when all the kindred Methodist congregations in Missouri became disorganized. When, however, toward the close of the year 1861, the Northern Methodist Church in Missouri began to revive, Simpson Chapel shared in its prosperity and increased rapidly in numbers and influence. Its pastors were J. L. Conklin, appointed in 1858; Thomas H. Mudge, 1859; J. C. Smith, 1860; Wm. C. Stewart, 1861; (the church was "supplied" by different ministers in 1862) L. M. Vernon, 1863; supply, 1864–65; T. J. Williams, 1866; R. R. Pierce, 1867–68; J. N. Pierce, 1869. In 1870 it became Trinity Church, whose pastors have been J. N. Pierce, 1870–71; J. L. Walker, 1872–73–74; O. M. Stewart, 1875–76–77; H. R. Miller, 1878; G. W. Hughey, 1879–81; R. R. Pierce, 1882. Simpson Chapel reported fifty-seven members in 1858, and Trinity Church had in the first year of its organization one hundred and sixty members. Connected with the Sunday-school were twenty-five teachers and one hundred and eighty scholars. In March, 1882, it had a membership, including probationers, of two hundred and eighty-eight, and there were thirty-eight teachers and four hundred scholars in the Sunday-school.

Union Church (southwest corner of Garrison and Lucas Avenues, Rev. C. E. Felton, D.D., pastor) was the first fruits of the reorganization of the Northern Methodist Church, after its dispersion on the breaking out of the war in 1861. Prior to that time the Methodists (North) had had three congregations in St. Louis, known as Hedding, Ebenezer, and Simpson Chapels. Ebenezer Chapel had been organized in 1852, and was served by Rev. L. B. Bemis, appointed 1852; Rev. T. I. R. Davis, 1853; Rev.

N. Shumate, 1855; Rev. Thomas Williams, 1858; Rev. William Hanley, 1860; Rev. Joseph Brooks, 1861. During Dr. Brooks' pastorate the church was closed on account of a debt due for rent, and was never reopened. In 1852 there were one hundred and thirty-five members, but at the close of 1861 not more than thirty members of the congregation remained in the city. On the 2d of January, 1862, a meeting was held at the office of Rev. Dr. Charles D. Elliott, editor of the *Central Christian Advocate*, by a few Methodists whom business had brought to St. Louis, and they, uniting with the remnants of Ebenezer Church, organized a new society and invited Rev. Dr. Henry Cox, of Chicago, to become their pastor. Dr. Cox was a man of great zeal and energy, and the congregation prospered under his care. The Union Presbyterian Church (an independent organization) had built the church (now occupied by the Young Men's Christian Association) at Eleventh and Locust Streets; and this building was purchased by the Union congregation for thirty-seven thousand three hundred dollars on the 14th of March, 1862. Before that date, however, Dr. Cox had succeeded in raising six thousand dollars, by the payment of which, on the first installment of the purchase-money, the Missouri Conference was enabled to hold its session in the building, beginning Feb. 26, 1862. In the following summer Dr. Cox visited the East and obtained six thousand dollars towards reducing the church debt. In 1865 the indebtedness was entirely canceled. In 1863 the membership had grown to two hundred and seventy-five persons, and at the beginning of 1865 it was reported at four hundred, together with an attendance of four hundred in the Sunday-school. Dr. Cox was an uncompromising advocate of Northern principles, and made it a condition of church membership that candidates should take the oath of allegiance to the United States, swearing them in with the Stars and Stripes floating over them and an open Bible before them. The church was dedicated by Bishop Simpson, March 16, 1862. It was at that time one of the most capacious churches in the city, and seated about sixteen hundred persons,—a substantial brick building one hundred and four feet long, sixty-eight feet wide, and seventy-five feet high to the centre of the nave.

The succession of pastors, with the dates of their appointment, has been as follows: Henry Cox, 1862–63; supply, 1864; A. C. George, 1865–67; J. W. Langley, 1868–69; B. St. J. Fry, 1870; C. E. Felton, 1871–73, and again in 1880–82; C. A. Van Anda, 1874–76; R. C. Houghton, 1877–79. On the 14th of May, 1880, the church on Eleventh Street was sold to the Young Men's Christian Association, and in the

following June the present lot, ninety-five by one hundred and thirty-four feet, was purchased. Ground was broken July 12, 1880, and the corner-stone was laid Oct. 26, 1880. The Sunday-school room was first occupied Oct. 30, 1881, and the church was dedicated May 18, 1882, by Bishop Simpson. It is of modified Gothic architecture, and cruciform in shape, and is built of rubble-stone and brick. Its dimensions are eighty by one hundred and one feet. In the basement are a kitchen and dining-rooms, and on the ground-floor are the office of the church, parlor, and Sunday-school rooms, the latter with a seating capacity of six hundred. The main auditorium contains seats for one thousand persons, and is amphitheatrical in shape. In the rear of the auditorium are the pastor's study and the music-room. The total cost of the church was \$75,527.16, of which \$11,685 was paid for the lot and \$63,842.16 for building and furnishing. This sum was realized from the following sources: Sale of old church, \$37,500; subscriptions and interest, \$35,898.66; Ladies' Aid Society, \$2069.51; Young Men's Union, \$466.85,—a total of \$75,935.02, or \$407.86 more than the property cost. August Beincke was the architect. The Young People's Lyceum of the Union Methodist Episcopal Church, organized by the pastor in 1871 for purposes of literary and social intercourse, was the first society of its kind established in St. Louis. The membership of the church numbers four hundred and forty persons, and there are thirty-one teachers and three hundred and fifty-four scholars connected with the Sunday-school.

Central Church.—In the minutes of the Missouri Conference for 1865 appears for the first time the name of the Second Union Church, with Rev. Henry Cox, D.D. (the organizer of Union Church), as pastor. In 1866 it reported one hundred and thirteen members, and forty teachers and five hundred pupils in the Sunday-school. Dr. Cox was reappointed in 1866, and N. P. Heath succeeded him in 1867, in which year its name was changed to that of Sixth Street Mission. This mission occupied the publishing-house at 913 North Sixth Street, and reported, in 1868, one hundred and eighteen members, and five hundred and forty children in the Sunday-school. Rev. A. C. George was pastor in 1868, and Rev. J. W. Johnson in 1869–70, after which date the name of the organization disappeared from the minutes, Central Church (which was organized in 1869, in a hall on Eighteenth and Wash Streets) having grown out of and absorbed it. The new organization reported in the spring of 1870 a membership of seventy persons, and an attendance at the Sunday-school of twenty teachers and

one hundred and twenty children. It continued to meet in the hall at Eighteenth and Wash Streets until February, 1871, when its present church building, situated at the northeast corner of Twenty-fourth and Morgan Streets, was dedicated. The foundation stone of this edifice was laid on the 2d of September, 1869, and the exercises were witnessed by a large assemblage. Hon. Nathan Cole, mayor of the city, presided. On the 1st of February, 1871, the edifice was used by the congregation for the first time. It has a front of fifty-seven feet on Morgan Street, and a depth of ninety-three feet on Twenty-fourth Street, and is a substantial brick building, with lecture-room, classrooms, and pastor's study on the first floor, and on the second floor the main audience-room, with a seating capacity of six hundred. The church lot measures sixty-five by one hundred and ten feet, and the property is valued at thirty-five thousand dollars. The pastors have been Revs. A. C. George (who organized it), 1869–71; J. J. Bentley, 1872; A. C. Williams, 1873–75; J. W. Bushong, 1876–78; W. K. Marshall, 1879–81; F. S. Beggs, 1881–82. The church reports a membership of two hundred and twenty persons, with twenty-eight teachers and two hundred and seventy-five pupils in the Sunday-school.

St. Luke's Church grew out of a mission Sunday-school which was organized by Rev. R. S. Stubbs at the residence of Mrs. Dr. Brock, May 20, 1874, and which then numbered fifteen scholars. The church was organized with twelve members, Jan. 17, 1875, in the chapel of the mission, a frame building on Jefferson Avenue, between Chippewa and Keokuk Streets, which was purchased by the congregation. This building was twenty-five by forty feet in size, and seated one hundred and seventy-five persons. Rev. R. S. Stubbs, Rev. B. St. James Fry, Rev. C. A. Van Anda, and other ministers participated in the organization. The building was sold in November, 1881, and was converted into a shoe-store. The present building stands upon a lot one hundred and one by one hundred and eighteen feet, at the northeast corner of Potomac Street and Texas Avenue. Its corner-stone was laid Sept. 15, 1881, and the completed structure was dedicated by Rev. C. E. Felton, D.D., on the 5th of March, 1882. It is built of brick, with stone trimmings, and its dimensions are forty by sixty feet, its seating capacity being three hundred and fifty persons. The architecture is semi-Gothic. The church has had four pastors, Rev. R. S. Stubbs, 1874–76; Rev. L. Hallock, 1876–79; Rev. J. F. Corrington, 1879–82; and Rev. A. Jump, 1882. Connected with the congregation are a Ladies' Aid Society, organized in 1875, and a Woman's For-

eign Missionary Society, organized in 1881. Each of them has about twelve members. There are now forty-one families (about two hundred persons) connected with the church, and of these, thirty-four persons are communicants. The Sunday-school has twelve teachers and one hundred and twenty pupils.

Water-Tower Church.—Hedding Chapel, established in 1852 with twenty-five members, survived until 1861, when, owing to the political troubles of that period, the congregation became disorganized and finally extinct. The first regular pastor was the Rev. Daniel H. May, appointed in 1853, and his successors were Rev. J. M. Chevington, 1854; Rev. J. L. Conkling, 1855; Rev. John Hageman, 1858; and Rev. A. C. McDonald, 1860–61. Different ministers officiated as supplies during the years not named. The church building was a small structure, situated in the northern part of the city. In 1879 some of the former members of the congregation, with other Methodists, organized a mission in the vicinity of the water-tower. At first the congregation worshiped in the German Presbyterian Church, Grand Avenue and Thirteenth Street, but it subsequently purchased a lot at the northwest corner of Fourteenth Street and Obear Avenue, one block north of and opposite the water-tower, from which the congregation takes its name, and erected a neat Gothic structure of brick, forty-eight by twenty-five feet, which will seat two hundred persons. The dimensions of the lot are fifty by one hundred and forty feet, and the property is valued at two thousand five hundred dollars. The congregation occupied the church for the first time in March, 1881, and the building was dedicated on the 27th of that month. The successive pastors have been Rev. L. Hallock, 1879; Rev. J. W. Newcomb, March, 1880; Rev. Cyrus Brough, assistant, March, 1880; pastor, March, 1881; Rev. J. F. Corrington, March, 1882. The church reports seventy-five members and probationers and twenty teachers, and an average attendance of one hundred and seventy-five pupils in the Sunday-school. The usual devotional, missionary, and charitable societies are maintained by the congregation.

Goode Avenue Church.—This church, situated at Goode Avenue and North Market Street, Rev. M. B. Wood, pastor, was organized by Rev. R. S. Stubbs in 1875, and the corner-stone of the church building was laid Oct. 1, 1875. The church, a small frame structure, with a seating capacity of one hundred and seventy, was dedicated Nov. 15, 1875. The lot is fifty by one hundred and thirty-five feet in size, and the property is valued at two thousand dollars. The pastors have been Revs. R. S. Stubbs, C. A. Van Anda, J. W. Bushong, A. H. Parker, J. W. New-

comb (1879–81), M. B. Wood, 1882. The church has a membership of fifty-six persons, and the Sunday-school numbers sixty pupils.

Goode Avenue Mission first appears on the Conference minutes in 1877, with Rev. A. H. Parker as supply. Mr. Parker was reappointed in 1878. Rev. J. W. Newcomb was appointed to this charge, in conjunction with that of Rock Spring, in 1879, and that of Tower Grove mission in 1880–81. Rev. M. B. Wood was appointed in 1882. The mission has a membership of forty-four persons, with eight teachers and sixty children in the Sunday-school.

METHODIST EPISCOPAL CHURCH SOUTH.

In the General Conference of the Methodist Episcopal Church of 1844, attention was called to the fact that Bishop James O. Andrew, of Georgia, had married a lady who was the owner of slaves. As no bishop in the Methodist Church had ever been connected with slavery, this fact produced great excitement. According to a law of the church adopted in 1800, it was provided that when any traveling preacher became an owner of a slave or slaves by any means he should forfeit his ministerial character in the church, unless he executed, if it were practicable, a legal emancipation of such slaves conformable with the laws of the State in which he lived. The committee of the Conference on episcopacy waited upon the bishop, who informed them that his wife had inherited slaves from her former husband, who had secured them to her by a deed of trust, and that she could not emancipate them if she desired to do so. The embarrassments of the case were deeply felt by all parties, but after a protracted discussion the General Conference, by a vote of one hundred and ten to sixty-eight, adopted the following resolution: "*Resolved*, That it is the sense of this General Conference that he desist from the exercise of his office so long as this impediment remains."

The prevailing opinion in the Conference was that it was possible for the bishop to remove from Georgia, where manumission was impracticable, to a State where emancipation might be made. Bishop Andrew would willingly, it was understood, have yielded to the opinions of the General Conference, but his brethren in the South thought it his duty to stand by them on a question which they considered to be one involving their rights, and he accordingly acquiesced in their desire. Soon after this action of the Conference resolutions were framed proposing a separation between the free and slave States, and were adopted by a vote of one hundred and forty-two to twenty-two. A conference of Southern delegates was

called, and held in Louisville May 1, 1845. It was composed of one hundred and two delegates, who, with only three dissenting voices, voted for the proposed separation, and organized the General Conference South. The Missouri Conference sent as delegates to the convention Andrew Munroe, Jesse Green, John Glanville, Wesley Browning, William Patton, John H. Linn, Joseph Boyle, and Thomas Johnson, and the Fourth Street (now the First) Church of St. Louis, by resolutions bearing date Jan. 12, 1845, gave emphatic utterance against the division. When the almost unanimous action of the Louisville Convention was learned, however, the Fourth Street Church, at a meeting held July 30, 1845, determined to join the Southern Conference by a vote of one hundred and thirty-two, subsequently increased to two hundred and six, a majority of all the members, who then numbered three hundred and eighty-seven, thus determining the status of the Methodists in St. Louis, and therefore in Missouri, and leaving the Northern Methodists for several years without a Conference, and almost without a church. The Church South continued for fifteen years to prosper and increase. In 1858 the State was divided into two Conferences,—the Missouri, north of the Missouri River, and the St. Louis Conference, south of it. In 1861 the Southern proclivities of the church exposed its organization to the hostility of the Federal authorities, and its organ, the *St. Louis Christian Advocate*, was suppressed, and its editor, Dr. McAnally, imprisoned. Outside of St. Louis, its members were dispersed and many of its ministers were compelled to leave the State. The work of the church in Missouri, in fact, was almost wholly suspended during the war.

The St. Louis Conference assembled at Arrow Rock, Mo., Sept. 25, 1861, and, there being no bishop present, called Rev. Daniel A. Leeper to the chair. It was forced to adjourn to Waverly, and there finished its session. No record of its proceedings was published, and no further attempt to hold a Conference in Missouri was made until after the war, when the *Advocate* was revived and the church reorganized. In 1870, St. Louis Conference was subdivided and made to consist of that part of the State which lies south of the Missouri River and east of the Gasconade and Big Piney Rivers and the eleventh meridian. It is divided into St. Louis, Charleston, Salem, and Poplar Bluffs Districts, and St. Louis District is sub-divided into twelve stations and circuits. The bishops presiding at the Missouri and St. Louis Conferences, so far as their names appear on the general minutes, have been Joshua Soule, 1845; H.

H. Kavanaugh, 1854, '60, '68; John Early, 1855; George F. Pierce, 1856, '58, 69, '72, '79, '81; James O. Andrew, 1857; Robert Paine, 1859; Enoch M. Marvin, 1867, '77; H. N. McTyeire, 1870, '76; D. S. Doggett, 1871, '78; W. M. Wightman, D.D., 1873; John C. Keener, 1874, '75, '80. The presiding elders of St. Louis District have been William W. Redman, 1845; Newton G. Berryman, 1846-48; James Mitchell, 1849-50; Wesley Browning, 1851-54; Robert A. Young, 1855-56; John R. Bennett, 1857-59; Joseph Boyle, 1860, '68, '69; Thomas M. Finney, 1866-67; J. W. Lewis, 1870, '76, '77; William M. Leftwich, 1871-73; A. T. Scruggs, 1874-75; W. V. Tudor, 1878-79; J. G. Wilson, 1880-82.

The Woman's Missionary Society of the Methodist Episcopal Church South was organized in 1878, and its St. Louis local conference in 1879. It is now represented by 2 stations in China, 1 in Brazil, and 2 in Mexico, and maintains 5 boarding and 10 day schools. It has under its charge 31 conference societies, 932 auxiliary societies, and 180 young people's and juvenile societies, with a total membership of 26,556. The total collections in the four years of its existence have amounted to \$62,761.78. The St. Louis local conference has 15 auxiliary societies with 404 members, and 3 juvenile societies with 142 members. The officers of the society are Mrs. George Baker, president; Mrs. Samuel Cupples, first vice-president; Mrs. Dr. Walker, of Salem, Mo., second vice-president; Mrs. John Garton, Longtown, Mo., third vice-president; Mrs. John Robinson, fourth vice-president; Mrs. Lanus, recording secretary; Mrs. E. Avis, corresponding secretary; and Mrs. J. W. Lewis, treasurer.

First Methodist Episcopal Church South.—This church is the oldest Methodist organization in St. Louis, and was formerly known as the First Methodist Episcopal Church. In 1845, however, it withdrew from the General Conference and attached itself to the General Conference, then newly organized, of the Methodist Episcopal Church South. The Missouri Conference, which met at Shiloh, St. Clair Co., Ill., Sept. 13, 1820, appointed Elder Jesse Walker Conference missionary, with liberty to select his own field for work. He chose St. Louis, and proceeded thither at once, accompanied by two young ministers. Their reception was so discouraging that they set out almost immediately for different points, but Walker, after having ridden eighteen miles, determined that he would go back alone and "take the town." He accordingly returned and obtained a lodging in a cheap tavern, and afterwards preached once or twice

in the Baptist meeting-house. He succeeded in renting an unfinished house on Fourth Street for ten dollars a month, and having obtained some benches that had been removed from the court-house to make way for new ones, fitted up the largest room for meetings and resided in the others. He proceeded at once to organize a congregation, of which the original members were Amariah Burns and wife, John Finney, John Armstrong, and Joseph Piggott.

Mr. Walker began preaching in December, 1820, and permanently established the church early in January, 1821. He invited the children of the poor and servants to come on week-days and evenings to learn to read and spell, and by means of this and similar expedients, supplemented by his earnest and arduous labors, he succeeded in laying broad and deep the foundations of Methodism and of the First Methodist Church in St. Louis. The owner of the house in which the meetings had been held having died, Mr. Walker was forced to vacate the premises. Meetings were then held in the old court-house, situated on Third Street below Elm, and the early growth of the congregation appears to have been rapid. Mr. Walker set to work at once to procure the erection of a house of worship. He was allowed to cut logs without paying for them on the eastern side of the river, and with the timber thus secured began the construction of a church near what is now the corner of Fourth and Myrtle Streets. The ladies of the congregation defrayed the cost of building the pulpit, and the Episcopalians, who had disbanded as a congregation, gave the church their Bible, cushions, and seats. As the result of his first year's work, Mr. Walker reported to the Conference that a chapel had been erected and paid for; that he was maintaining a flourishing school, and that the membership of the church numbered eighty-seven persons. The chapel is described as having been a neat frame structure, thirty-five by twenty-five feet, with side galleries, and capable of holding nearly five hundred persons. The Missouri Conference assembled in it on the 24th of October, 1822, and the congregation continued to occupy it until the 20th of September, 1830, when it removed to a new brick church which had been erected on a lot (given, together with five hundred dollars, by Col. John O'Fallon) on Fourth Street and Washington Avenue. The dimensions of this building were fifty by sixty feet, with a basement story ten feet in the clear. The dedicatory sermon was preached by the founder of the congregation, Rev. Jesse Walker.

At this time the pastor of the church was the Rev. Andrew Monroe. Mr. Monroe was appointed to the St. Louis District by the Missouri Conference in July,

1824. At first, owing to the poverty of the congregation, he was compelled to reside alone in a lodging, but subsequently a house was rented for him and he was joined by his family. It was known as the rector's house, and the rent was five dollars per month. It contained but one room, about sixteen feet square. Before the expiration of the first month of his occupancy, however, the congregation decided that this sum was more than it could afford to pay, and Mr. Monroe's wife determined to remove to Main Street and open there a boarding-house. At that time the membership comprised forty-three white and forty-four colored persons.

In December, 1852, a lot, ninety-five by one hundred and sixteen feet, situated on the northwest corner of Washington Avenue and Eighth Street, was bought from Silas Wood, of New York, for thirteen thousand dollars, and in April following the Fourth Street property was sold to W. G. Clark for fifty thousand dollars. The building on the new site seats nine hundred persons, and was dedicated Dec. 31, 1854, by Rev. C. B. Parsons. On the 2d of July preceding the congregation had met in the old Fourth Street Church for the last time. On this occasion Rev. John Hogan, who had been among the most active of the members of the church, delivered an address, after which the congregation and Sunday-school formed in procession and marched to the basement of the new church. Services preliminary to the dedication were performed by the Rev. R. A. Young, after which Mr. Hogan read a communication from Col. John O'Fallon, first superintendent of the Sunday-school, expressing regret at his inability to be present and participate in the exercises. Rev. Dr. Cummings introduced the dedicatory exercises by reading a selection from chap. viii. of 1st Kings, and offered the dedicatory prayer and pronounced the benediction. The dedicatory sermon was preached by the Rev. Charles B. Parsons, D.D., of Louisville, Ky. The building was of brick, and its dimensions were one hundred and six by sixty-five feet. It was forty-five feet in height, and had a tower one hundred and forty-three feet high. In the basement there was a large room, used for holding minor services, society meetings, etc., three class-rooms, and the minister's office. The architect was G. I. Barnett, and the building committee John Finney, Levin A. Baker, and J. T. Dowdall. The ground, church, and parsonage cost about fifty-five thousand dollars.

The congregation, which had previously been known as the Fourth Street Church, adopted the designation of the First Methodist Episcopal Church. An adjoining lot, fronting twenty-seven feet on Wash-

ington Avenue, was subsequently purchased and a parsonage erected on it. In 1874-75 the vacant space around the church was built up for business purposes, the additions, in the Tudor style, becoming part of the edifice and giving it a castellated appearance. Early in 1882 the property was sold to Messrs. Leighton & Chapman, who began in March, 1882, to tear it down for the purpose of erecting on its site a number of warehouses. The congregation met for a time in Dr. Post's old church, now occupied by the Young Men's Temperance Union, at Tenth and Locust Streets, and afterwards in the Young Men's Christian Association's church at Eleventh and Locust Streets. The construction of a handsome stone edifice for the use of this congregation, situated at the corner of Glasgow Avenue and Dayton Street, was commenced in 1882.

The successive pastors of the church,¹ with the dates of the Conferences appointing them, have been :

Jesse Walker, 1821; William Beauchamp, 1822; John Scripps, 1823; Andrew Monroe, 1824-25; John Dew, 1826; Alexander McAlester, 1827; Andrew Monroe, 1828-29; Joseph Edmondson, 1830; John S. Barger, 1831; Joseph Edmondson, 1832; Edmund W. Sehon, 1833; Thomas B. Drummond,² L. B. Stateler, 1834; George W. Bewley, L. James, 1835; Thomas Wallace, 1836; Edward R. Ames, 1837; Silas Comfort, William M. Dailey, George Smith, 1838; George C. Light, William M. Dailey, 1839; Wesley Browning, James L. Forsythe, 1840; William Patton, 1841; Joseph Boyle, D. W. Pollack, 1842; Joseph Boyle, George Smith, 1843; Wesley Browning, E. M. Marvin, 1844; C. B. Parsons, 1845-46; J. H. Linn, W. T. Cardwell, 1847; J. H. Linn, 1848-49, succeeded by J. A. Henning, June, 1849; F. A. Morris, Abraham Milice, 1849; Joseph Boyle, J. N. W. Springle, 1850-51; W. R. Babcock, 1852; R. A. Young, 1853-54; C. B. Parsons, 1855-56; Enoch M. Marvin, 1857; E. M. Marvin, William F. Compton, 1858; F. A. Morris, 1859-63 (served supply as the first year); Joseph Boyle, 1864-66; W. F. Camp, 1867; George H. Clinton, 1868-69; W. M. Leftwich, G. H. Clinton (supply), 1870; J. W. Lewis, 1871; L. M. Lewis, 1873; T. M. Finney, 1874-76; J. E. Godbey, 1877-78; E. M. Bounds, 1879; W. G. Miller, 1880-81; J. C. R. Hicks, 1882.

The church reported to the Conference which met in the fall of 1881 that its membership, including probationers, numbered one hundred and eighty-eight persons, and that there were twenty-four teachers and two hundred and twenty-five scholars connected with the Sunday-school. The latter was organized in 1822 by Rev. Jesse Walker, John and William Finney, Mrs. Kells, R. D. Sutton, and several others. The value of the church property, as reported to the Conference of 1881, was one hundred thousand dollars.

¹ Where two names appear in the same year the second is that of the pastor of the African Church, which was regarded as part of the Fourth Street charge.

² Mr. Drummond died soon after taking charge of his work. He was a man of brilliant talents and fervent zeal.

St. Paul's Church.—On the 2d of March, 1838, the trustees of the Fourth Street (First) Methodist Episcopal Church resolved "that it is expedient to build two new Methodist Churches in St. Louis," and appointed two committees to select sites. Of these churches the first erected was afterwards known as St. Paul's, and the second as the Centenary. St. Paul's, then known as Mound Chapel, was built in 1839, and was situated "a little north of the mound" on Broadway. Previous to this the congregation had worshiped in Mound Market. In 1850 the second church, located at Tenth and Chambers Streets, and known as Mound Church, was erected, but in 1865 the property was sold, and a lot at Twelfth and North Market Streets was purchased, but no church was built on the proposed site. A chapel was subsequently erected at the northeast corner of Tenth and Benton Streets, and the name of the congregation changed to that of St. Paul's. The building was a one-story brick structure, and seated about three hundred persons. The site of the present church, on St. Louis Avenue near West Sixteenth Street, was purchased about 1871 for five thousand dollars. It fronts one hundred feet on St. Louis Avenue, and has a depth of one hundred and forty feet. The erection of the building was commenced in 1874, and the completed edifice was dedicated in June, 1875, by Rev. Dr. Young, of Nashville, Tenn. It cost about fifteen thousand dollars, and its dimensions are forty by eighty feet, the seating capacity being three hundred and eighty persons. The first regular pastor of St. Paul's Church, as appears by the minutes of Conference, was Rev. W. T. Ellington, appointed in 1868, the congregation having in previous years been served by supplies. Since 1868 its pastors have been Revs. E. M. Bounds, 1873, 1875-78, 1880-82; W. M. Leftwich, 1874; B. W. Key, 1879. The present pastor is Rev. E. M. Bounds. The membership of the church numbers one hundred and thirteen, and the Sunday-school has sixteen teachers and one hundred and fifty scholars.

Centenary Church.—This church was one of the two congregations organized in accordance with the action of the trustees of the Fourth Street Church, taken on the 2d of March, 1838. At the meeting of the trustees on this occasion committees were appointed to select sites for two new Methodist Churches, one of these committees being instructed to choose a location on Fifth Street, not farther south than Poplar. In the autumn of 1839 the centenary of Methodism was celebrated by the Methodists of St. Louis, then numbering three hundred and thirty-five white and one hundred and forty-eight colored

members, embraced in three stations,—Fourth Street, Mound (afterwards St. Paul's), and African. The exercises were held at the Fourth Street Church, and on this occasion the sum of three thousand dollars was subscribed for the erection of a new church to be known as the "Centenary," in commemoration of the event. On the 9th of November, 1841, Rev. Wesley Browning, then presiding elder of the St. Louis District, appointed William Burd, John H. Gay, Trusten Polk, James Tabor, and John and David Goodfellow trustees to conduct the management of the enterprise. The amount originally subscribed was found to be inadequate, and in order to raise an additional sum the ladies of the congregation organized "The Female Centenary Society of the Methodist Episcopal Church." Through the efforts of this association two thousand dollars was secured and expended in part payment for a lot, sixty-five by eighty-five feet, at the southwest corner of Fifth and Pine Streets, the total cost of which was ten thousand five hundred dollars. On this site was erected a brick building with a cut-stone basement, the latter devoted to school purposes. The corner-stone was laid on the 10th of May, 1842, with Masonic rites, and the officiating ministers were Bishop Roberts and Rev. E. R. Ames. While the building was in course of construction services were held in a small frame house which had been purchased by the congregation. The basement of the new edifice was first occupied Dec. 31, 1843, watch-night services being held, and the structure was completed and dedicated in 1844.

At a meeting of the members of the congregation in the spring of 1867, it was decided to dispose of the church property and select a more eligible site. The lot at the northwest corner of Sixteenth and Pine Streets, on which the church now stands, was finally chosen and purchased for thirty-eight thousand dollars. In October, 1868, the old church and grounds were sold to J. J. Roe & Co. for one hundred and forty-two thousand dollars, but the congregation retained the use of the buildings until the new church was ready for occupancy. The board of trustees at that time was composed of Trusten Polk, John Hogan, John Kennard, John W. Burd, W. H. Markham, Mr. Maxwell, C. C. Anderson, W. C. Jamison, and P. M. Lockwood. The building committee consisted of Trusten Polk, John Hogan, W. H. Markham, John Kennard, and John W. Burd. The corner-stone was laid on the 10th of May, 1868, and the building was dedicated on the 28th of May, 1871. Bishops C. K. Keener, of New Orleans, and E. M. Marvin, of Missouri, and Rev. D. McAnally and the pastor, Rev. C. D. N. Campbell, took part in the exercises. Bishop

Keener preached the sermon. The total cost of the structure was one hundred and twenty-five thousand dollars. The building is of Gothic architecture, and the material composing the walls is St. Louis prairie limestone, with De Soto stone trimmings. The main entrance is on Sixteenth Street, where there are five large doorways. The entrance is through a vestibule fourteen feet wide by ninety long, containing four stairways. Black walnut, oak, ash, and yellow-pine are the woods principally used in fitting up the interior, which has a very elegant appearance. The auditorium is sixty feet wide by one hundred and six long. Under this there is a lecture-room and a school-room. Adjoining the church on Pine Street there are two other buildings, containing the pastor's office, library-rooms, and a young men's Methodist room for literary purposes. The pastor's residence is west of these, and contains sixteen rooms. The church and parsonage cover an area of one hundred and nine feet by one hundred and sixty. Thomas Dixon, of Baltimore, was the architect, and J. B. Legg, of St. Louis, superintended the erection of the building.

The first regular pastor was the Rev. John H. Linn, who was transferred in the autumn of 1842 from the Kentucky Conference and appointed to the charge of Centenary Church. Mr. Linn was succeeded by the Rev. John T. W. Auld, who was followed by the Rev. Joseph Boyle, appointed in 1844, who remained until 1846. In that year Mr. Boyle was succeeded by the Rev. Thomas H. Capers, who had been transferred from South Carolina. The other pastors have been Rev. Messrs. W. H. Lewis, appointed in 1848; W. M. Prottzman, 1849; J. C. Berryman, 1850; D. R. McAnally, 1851; M. F. Treslow, 1855; E. M. Marvin, 1858; C. B. Parsons, John Whittaker, Evan Stephenson, E. M. Marvin, W. Anderson, and Jesse H. Cummins acting as "supplies" during 1858, 1859, and 1860; J. Boyle, 1861; T. A. Morris, 1863; W. A. Smith, 1865; C. N. D. Campbell, 1868-69; J. H. Linn, Joseph Boyle (supply), 1870; J. H. Linn, 1873; W. V. Tudor, 1874-77; J. W. Lewis, 1878-81; W. V. Tudor, 1882. The church reported to the Conference of October, 1881, a membership of five hundred and ten persons, with thirty-five teachers and four hundred and twenty-five pupils in the Sunday-school.

St. John's Church is situated at the northwest corner of Ewing Avenue and Locust Street, and its pastor is the Rev. J. W. Lewis. In 1844 the Fourth Street Church appointed a committee to select a lot for a new church in Christy's addition, and on the 19th of May, 1845, instructed the committee to build a church as soon as their means permitted. The result

was the erection, some three or four years later, of Asbury Chapel, at the corner of Fifteenth and Gay Streets. About the year 1864, Nathan Coleman organized a Sunday-school in Stoddard's addition, and of this St. John's Church is the outgrowth. On the 5th of December, 1864, the Quarterly Conference of the First Church ordered the sale of Asbury Chapel, the proceeds to be placed in the hands of a joint committee to be appointed by the Quarterly Conferences of Asbury Chapel, First and Centenary Churches. Subsequently, during the presiding eldership of the Rev. T. M. Finney, a congregation of seventy-five persons was organized as St. John's Church, and the chapel was sold for the use of the colored Catholics, and is now St. Elizabeth's Church. The money thus obtained, supplemented by large subscriptions, was used in the erection of a church and chapel on the present site. The corner-stone of these buildings was laid June 26, 1867, with Masonic ceremonies, and the chapel was completed and dedicated on the 9th of May, 1869. Bishop Pierce preached the sermon on that occasion, and the Hon. John Hogan and the venerable minister, Andrew Monroe, delivered addresses. At this time the congregation had increased to two hundred members.

In the winter of 1879 extensive alterations and improvements were made, and on the 6th of April of that year the church was re-dedicated and used for the first time. Its site has a frontage of one hundred feet on Locust Street and a depth of one hundred and thirty-four feet eight inches on Ewing Avenue, and it has a seating capacity of eight hundred persons. The pastors have been Revs. T. A. Morris, 1868-71; J. W. Lewis, 1872-75; J. G. Wilson (now presiding elder), 1876-79; W. V. Tudor, 1880-81; J. W. Lewis, 1882. Connected with the congregation are a Ladies' Sewing Society; the "Busy Bees," composed of young ladies and children; the Women's Missionary Society, and other organizations. The membership in October, 1881, was reported at three hundred and sixty-five, with thirty-three teachers and four hundred and ten scholars in the Sunday-school.

First Church, Carondelet.—The First Methodist Episcopal Church South in Carondelet, known also as the South St. Louis First Church, is situated at the southwest corner of Fifth and Nebraska Streets. It was organized by Rev. D. R. McAnally, D.D.,¹

¹ D. R. McAnally was born in Granger County, Tenn., Feb. 17, 1810, and is descended from an old Scotch family which came to this country before the Revolution, and settled in Tennessee when it was still a wilderness. He worked occasionally on his father's farm, but received a good education at a private school. He commenced the study of law, but abandoned it for

with nine members, in June, 1857, in the present building, which had been erected and dedicated on the 17th of May, 1857. The rules of the church Conference require that pastors of churches shall be changed at least once in four years, but to this church no pastor was appointed by the Conference for twelve years, it being left from year to year "to be supplied." It thus happened that Dr. McAnally's connection with the church, as virtual though not nominal pastor, remained unbroken during the whole period, his name meanwhile only appearing in the Conference minutes as editor of the *St. Louis Christian Advocate*. In 1869, when Rev. T. M. Finney succeeded him as editor of the *Advocate*, Dr. McAnally was appointed pastor of the church, and was successively reappointed until, in 1872, he again became editor of the *Advocate*. He "supplied" the church until 1874, when the Conference appointed J. W. Robinson to its pastorate. The congregation had become deeply attached to its pastor, and was loth to sever a connection that had lasted continuously for over seventeen years and to be brought under the rule of itinerancy. In 1875 the Conference appointed

that of the ministry, and on the 31st of August, 1829, he was authorized to preach. In December, 1829, he was received on trial by the Annual Conference, and appointed to a circuit. In November, 1831, he was ordained with full powers of the ministry, and preached in Virginia, North Carolina, Tennessee, Georgia, South Carolina, and other States until 1843, when he was appointed president of the East Tennessee Female Institute, at Knoxville. In 1851, at the invitation of the St. Louis and Missouri Annual Conference of the Methodist Episcopal Church South, Dr. McAnally removed to St. Louis in order to conduct the *St. Louis Christian Advocate*, and to take charge of the book publishing interests of his church. Dr. McAnally remained in the editorial management of the *Advocate* until the outbreak of the war in 1861. In May of that year the *Advocate* was suppressed and its editor imprisoned, as being inimical to the Union, by the military authorities. In July, 1861, he was tried by a court-martial, the verdict of which was sent to Washington but never returned, and during the remainder of the war he was kept on parole and forbidden to leave St. Louis County. He was frequently rearrested, imprisoned, and released. After the war the *Advocate* was revived, with Dr. McAnally in the editorial chair, and he remained in charge of the paper until just previous to the formation of the Southwestern Book and Publishing Company in 1869, when he resigned and engaged in an educational enterprise in Carondelet. The academy he established there proved successful, and assisted by several other teachers he maintained it for nearly four years. Dr. McAnally's successor in the editorship of the *Advocate* was the Rev. T. M. Finney, but in 1872 the Southwestern Book and Publishing Company recalled Dr. McAnally to the editorship, and he has remained in charge ever since. Dr. McAnally celebrated the fiftieth anniversary of his entrance into the ministry at the Carondelet Church on the 31st of August, 1879. He has written a number of works, among them being a biography of "Martha Lawrence Ramsay," "Life and Times of Mr. William Patton," "Sunday-School Manual," etc.

Wesley Browning pastor, and in 1876, John Garton, but the congregation refused to recognize the last appointment or to support the minister. Consequently in 1877 the church was cut off from its connection with the Conference, and continued as an independent organization, with Dr. McAnally as pastor. The church lot measures one hundred and ten by one hundred and fifteen feet, and the church building twenty-six by forty-five feet. The property is valued at three thousand dollars, and the membership is reported at three hundred persons. The Sunday-school is attended by from eight to ten teachers and from eighty to one hundred and thirty scholars.

Chouteau Avenue Church.—In September, 1841, a class-meeting was organized at the house of Reuben Russell, on Convent Street, and this formed the nucleus of Wesley Chapel. In 1842, Wesley Browning being then the presiding elder of the St. Louis District, the extreme northern and southern portions of the city were formed into a station, which was placed in charge of Rev. T. W. Ould, and in the following year the southern charge was constituted a separate station and designated as the South St. Louis Church, Rev. W. M. Rush, pastor. In 1844 a church building known as Wesley Chapel was erected on Paul Street, between Chouteau Avenue and Hickory Street, and was dedicated by the Rev. Jonathan Stamper. The pastor, according to the Conference reports of 1844, was the Rev. John A. Tutt. In 1848 the congregation removed to a lot at the northeast corner of Chouteau Avenue and Eighth Streets, and began the erection of another building, which, however, before being completed was demolished by a storm. The structure was rebuilt and dedicated by Rev. D. S. Doggett in 1850. It was a plain two-story brick building forty by seventy feet, and seated about three hundred persons. The building was demolished in 1873, and the present edifice, a neat brick structure, with a capacity for seating three hundred and fifty persons, was erected at the same locality. The name was changed at this time from Wesley Chapel to that of Chouteau Avenue Methodist Episcopal Church South. The pastors since then have been Revs. J. H. St. Clair, 1873; F. A. Owen, 1874-75; W. M. Williams, 1876; J. J. Watts, 1877-79; B. W. Key, 1880; W. R. Mays, 1881-82. The report of October, 1881, showed that the congregation then numbered seventy-three members, and that there were thirteen teachers and one hundred and twenty-five pupils in the Sunday-school.

Marvin Mission, 2629 Menard Street, Rev. D. Q. Travis, pastor, grew out of a Sunday-school organized by a Mr. Ray in a blacksmith's shop in 1859.

A room was afterwards rented, and the school continued for four years under the care of its founder and Simon Boogher. It had a checkered career, being frequently closed for months at a time and reopened, until the formation of the present organization. The mission now owns a lot fronting thirty-five feet on Menard Street, and a frame building for worship with a seating capacity of two hundred and sixty-five, which was dedicated Dec. 29, 1874. The property is valued at three thousand dollars. The pastors have been Revs. Wesley Browning, J. W. Robertson, — Staunton, J. J. Watts (appointed September, 1875), W. R. Mays (appointed September, 1877), D. Q. Travis, appointed September, 1881. The membership of the church is one hundred and forty; the Sunday-school has nineteen teachers, and an attendance of between two hundred and three hundred scholars.

Page Avenue Church was organized in 1877 with twelve members. J. T. Dowdall, E. S. Greenwood, and Rev. J. T. Watson were the first official board, and Rev. R. F. Chew was the first pastor. Rev. B. F. Key succeeded him in 1878, and was followed in 1879 by Rev. J. E. Godbey, who has been pastor since. The erection of a church building is contemplated, but in the mean time the congregation occupies a chapel on Page Avenue near Grand Avenue. The membership numbers seventy-four persons, and the average attendance at the Sunday-school, of which R. M. Seruggs is superintendent, is two hundred and forty.

THE GERMAN METHODISTS.

Prior to 1841 there was no organization of German Methodists west of Indiana, but in that year the Missouri Conference of the Methodist Episcopal Church established the Belleville mission in Illinois, and the St. Louis and Pinckney missions in Missouri. Rev. L. S. Jacoby was appointed to the St. Louis mission, and took charge of it in August, 1841. He rented a meeting-house from a Presbyterian organization, and commenced preaching with great success. At the close of his first year's labors he reported one hundred and fourteen members, besides numerous others who had joined the society but had removed to other places. He was reappointed for a second year, during which he greatly strengthened the foundations of the prosperous German societies, of which there are now four in the city. St. Louis District was in 1845, with the other missions in Missouri and Illinois, transferred from the Missouri to the Illinois Conference, with L. S. Jacoby and William Nast as presiding elders.

Dr. Nast was extensively known as the father of German Methodism, and labored with great success in St. Louis. He was a native of Germany,

where he had been highly educated, and as a young man emigrated to America. His attention was attracted to the subject of religion by the preaching of the Rev. Mr. Romer on the banks of the Hudson River. He was then teaching in West Point, and subsequently became a professor in Kenyon College, Ohio. After three years of mental conflict he was converted in January, 1835. Through the agency of Dr. Adam Poe he was induced to become a minister, and in the same year was sent as missionary to Cincinnati. Through his efforts German Methodist publications were commenced, the first issues being the General Rules, Articles of Faith, and the Wesleyan Catechism. The *Christian Apologist* was soon issued under his editorial supervision, and he remained the editor for more than forty years. Under his preaching in Cincinnati John Swahlen was converted, becoming afterwards an efficient and successful evangelist, and Dr. Jacoby, who subsequently associated with him in the missionary work in Missouri and Illinois, was also among his early converts. Dr. Nast organized the first German Methodist Society in 1838, and reported to Conference thirty members.

Ludwig S. Jacoby, D.D., was born on the 21st of October, 1813, in Old Strelitz, Mecklenburg, Germany, and died in St. Louis on the 21st of June, 1874. He received a good education, especially in the ancient languages, and in 1835 was baptized by a Lutheran clergyman. In 1839 he emigrated to America, and located in Cincinnati as a physician. He also devoted himself to teaching. While attending the religious services held by Dr. Nast on Christmas-day his interest in religion was awakened, and he was converted on the following watch-night. In August, 1841, he was sent to St. Louis by Bishop Morris to start the first German mission in that city, and his labors were rewarded with great success. In 1849, owing to his desire for the conversion of his native countrymen, Bishop Morris, with the co-operation of the Missionary Board, sent him to Germany to begin evangelistic work in Bremen. His labors there resulted in the formation of a Methodist Episcopal Society. In his work in Germany he labored faithfully as presiding elder, pastor, editor, book agent, and superintendent. Having spent twenty-two years in that work he returned to the United States, and was transferred to the Southwestern German Conference, and stationed at the Eighth Street German Church, St. Louis. He was a delegate from the Germany and Switzerland Conference to the General Conference of 1872.

In 1864 three German Conferences were established, called the Central, Northwestern, and Southwestern,

St. Louis District being included in the Southwestern. In 1879 the St. Louis Conference was organized, comprising St. Louis, Belleville, and Quincy, Ill., and Burlington, Iowa, Districts. It reported 8344 members, 130 churches, 112 local preachers, 67 parsonages, 157 Sunday-schools, with 1555 officers and teachers and 8471 scholars. The value of the church property was estimated at \$400,000. The presiding bishops of the Southwestern Conference were: Edmund S. Jancs, 1864, 1868, 1871; Edward R. Ames, 1865, 1875; Matthew Simpson, 1866, 1870; Levi Scott, 1867, 1874; Edward Thompson, 1869; Gilbert Haven, 1872; Thomas Bowman, 1873; Isaac W. Wiley, 1876; Jesse T. Peck, 1877; Stephen M. Merrill, 1878; of St. Louis Conference, Thomas Bowman, 1879; Edward G. Andrews, 1880; John F. Hurst, 1881. The presiding elders of St. Louis District since 1864 have been Revs. Philip Kuhl, 1864; John Kost, 1865; Gerhard Timkin, 1866; Frederick Stoffregen, 1867-70; Henry Pfaff, 1871-72; L. S. Jacoby, 1873; Wm. Schwind, 1874-77; J. M. De Wein, 1878-81.

First German Church.—The First German Methodist Episcopal Church, situated at the southwest corner of Sixteenth and Wash Streets, Rev. Charles Holtkamp, pastor, was organized in 1841 by Rev. L. S. Jacoby, who was its pastor during the first two years of its existence. His successors since 1864 have been Revs. John Schlagenhaut, 1864-65; Henry Pfaff, 1866-68; Charles Heidel, 1869-71; supply, 1872; Henry Pfaff, 1873-75; Charles Heidel, 1876; Henry Schuetz, 1877-79; Charles Holtkamp, 1880-82. The church is in a prosperous condition, the average attendance being about seven hundred. The first place of worship built by the congregation stands on Wash Street, between Tenth and Eleventh Streets. It was sold to the colored Methodists, and is now occupied and known as Wesley Chapel. It is a two-story brick building, forty by seventy feet, and seats about two hundred and fifty persons. The present church building was erected in 1872. It is a two-story structure, sixty by one hundred and ten feet, with lecture- and class-rooms on the first floor. The main auditorium, including the gallery, will seat eight hundred persons. The church lot measures seventy-five by one hundred and fifty feet. The cost of the property was for lot, sixteen thousand dollars; for church, fifty thousand dollars; and for parsonage, nine thousand dollars.

Benton Street German Church.—This church was organized in 1854, and since 1864 has had for pastors Revs. Henry Waumann, 1864-66; Aug. Korf-

hage, 1867-68; Henry Ellenbeck, 1869-71; Henry Schuetz, 1872-74; George Buehner, 1875-77; H. Lahrmann, 1878-80; and Charles Rodenberg, 1881-82. The church building is situated at the southwest corner of Thirteenth and Benton Streets. It was erected in 1850, and seats about two hundred persons. There are seventy-five families and two hundred and twenty members connected with the congregation, and twenty-six teachers with over two hundred pupils in the Sunday-school.

Eighth Street German Church was organized about 1864, since when the pastors have been Revs. J. M. Winkler, 1864-65; R. Havighorst, 1866; Jacob Feisel, 1867-68; Henry Pfaff, 1869-70; supply, 1871; L. S. Jacoby, 1872; Charles Heidel, 1873-75; Henry Pfaff, 1876; J. P. Miller, 1877-78; Frederick Stoffragen, 1879; Henry Schuetz, 1880-82. The membership numbers two hundred, and the morning Sunday-school is attended by nine teachers and about eighty scholars. The building, situated at the southwest corner of Eighth and Souard Streets, is a two-story brick, with lecture- and class-rooms on the first floor. St. Paul's Church, on Sophia Street, between Pestalozzi and Arsenal Streets, which was established in 1874, and had Rev. J. Louis Kessler for pastor in 1876-78, is now used exclusively as the afternoon Sunday-school of the Eighth Street Church, under the supervision of Henry Meyer, with ten teachers and an average attendance of one hundred scholars.

AFRICAN METHODIST EPISCOPAL CHURCHES.

Up to 1816 the colored Methodists had no separate organization, but in April, 1816, a convention of colored delegates was held in Philadelphia, and the African Methodist Episcopal Church was formed. Richard Allen, the first colored minister ordained in the United States (ordained by Bishop Asbury in 1799), was consecrated bishop of the new church on the 11th of April, 1816. The General Conference of the African Methodist Episcopal Church is now divided into nine Episcopal districts, the fourth of which includes the Missouri, North Missouri, Kansas, and Illinois Conferences, and is presided over by Bishop T. M. D. Ward, D.D., who was elected and consecrated to that office at the General Conference sitting at Washington, D. C., in May, 1868. In 1866 the General Conference of the Methodist Episcopal Church South established several colored Annual Conferences, which organized a colored General Conference, which first met at Nashville, Tenn., Dec. 16, 1870. There were at the time some colored churches in St. Louis in connection with this General Conference South, but they have dwindled away, and now

all the colored Methodist Churches in the city (with one exception) belong either to the African Conference above named or to what is known as the Zion Conference.

Wesley Chapel (Colored), 1008 Wash Street, Rev. J. W. Hughes, pastor, was organized in 1858 with seventy-five members, and its pastors since 1866 (up to which time it depended on supplies) have been Revs. E. W. S. Peck, 1867-69; E. Pitts, 1871-72; F. H. Sinall, 1873-75; R. H. Smith, 1876-78; E. Pitts, 1879; J. W. Hughes, 1880-82. This is the only colored church in St. Louis that is connected with the St. Louis Methodist Episcopal Conference (white). It reports four hundred and thirty members, one hundred and four probationers, fifteen teachers, and one hundred and eighty children in the Sunday-schools, and a church and parsonage valued at about three thousand dollars.

St. Peter's Church.—The corner-stone of St. Peter's African Methodist Episcopal Church, situated at the corner of Elliott Avenue and Montgomery Street, was laid on the 18th of May, 1874, and the building, a one-story brick structure, was completed in 1865. On the 29th of October, 1882, the corner-stone of a large building to occupy the same lot was laid. The church is well attended, and attached to it is a flourishing Sunday-school. The pastor is the Rev. J. I. Lowe.

St. Paul's Church, situated at the corner of Eleventh Street and Christy Avenue, is the largest colored Methodist congregation in the city, and worships in a large and handsome brick building which was erected in 1872, under the pastorate of Rev. John Turner. It is of St. Louis brick, ninety-seven by fifty-eight feet, and reflects great credit on the architect, A. T. Berthe, a colored man. The building, which cost twenty-eight thousand dollars, was dedicated on the 4th of August, 1872. The congregation embraces five hundred families, with two thousand two hundred names enrolled on the church list and twelve hundred communicants. There are thirty-two teachers and four hundred scholars in the Sunday-school, and the pastor is the Rev. T. M. Henderson.

Quinn Chapel, Market and Third Streets, Carondelet, Rev. B. W. Stewart, pastor, has an average congregation of about one hundred and fifty.

Washington Zion Chapel.—This congregation, situated at 2627 Morgan Street (Rev. A. J. Warner, pastor), has in its connection three hundred and fifty families, about one thousand attendants, and one hundred and fifty communicants. There are twenty-five teachers and nearly two hundred scholars in the Sunday-school.

Washington Zion, St. Mark's Branch, Morgan Street, between Eighteenth and Nineteenth Streets, Rev. Anthony Bunch, pastor, has a membership of fifty families, sixty communicants, and seven teachers and fifty scholars in the Sunday-school.

PRESBYTERIAN CHURCHES.

Early History.—Among the American Protestants who emigrated to St. Louis after the cession of the territory to the United States was Stephen Hempstead, of New London, Conn. He arrived in St. Louis on the 12th of June, 1811, with his family, and settled on a farm which is now part of Bellefontaine cemetery. He was in his fifty-eighth year, and had been a soldier in the war of the Revolution, and a member of the Presbyterian Church for twenty-four years. The first sermon heard by him in his new home was preached, seven months after his arrival, by a Baptist minister. In 1812, Revs. S. J. Mills and J. F. Schermerhorn were sent out by the missionary societies of Massachusetts and Connecticut on an exploring expedition to the South and West, and from Fort Massac, near Shawneetown, Ill., they wrote to Mr. Hempstead, who, in reply, spoke so confidently of the prospect for ministerial labor, that in 1814 Mr. Mills, with Rev. Daniel Smith, repaired to St. Louis as agents of the Philadelphia Bible and Missionary Societies. They remained a short time, during which they preached frequently. They organized a Bible society, and collected some three hundred dollars for it, and their labors marked the beginning of Presbyterianism in Missouri. Hempstead soon after wrote to Dr. Channing, of Boston, earnestly entreating that ministers be sent to Missouri. "I think," he says, "the number of families in the Territory which removed from the States that have been born and educated in the Presbyterian Church is not less than one thousand, and not a Presbyterian minister or society in the country." In the autumn of 1816, Dr. Gideon Blackburn visited St. Louis, and remained a short time, preaching in the theatre on Main Street below Market. But the real pioneer of Presbyterianism in Missouri was Salmon Giddings, who was induced by the reports of Mills and others to choose Missouri as his field of missionary labor. He was commissioned for this work by the Connecticut Home Missionary Society, and left Hartford in December, 1815. He made the journey of twelve hundred miles on horseback in the winter, and on April 6, 1816, reached St. Louis, where he found no Protestant Church of any kind in existence. He administered the Lord's Supper, July 21, 1816, to Stephen Hempstead and

his wife and daughter, and probably to Thomas Osborne, as the latter and Hempstead were in the following year made elders of the first church organized in the city. This was the first time the rite had been administered by Presbyterian hands west of the Mississippi. At Bellevue settlement, Washington Co., about eighty miles from St. Louis, four Presbyterian elders from North Carolina had maintained religious service since 1807, and here Mr. Giddings organized, Aug. 2, 1816, the first Presbyterian congregation in Missouri. It was called Concord Church, and numbered thirty members. To this little congregation, and a large concourse of persons who did not belong to it, he preached in the open air on Sunday, August 4th. In two years the communicants had increased in number to forty-eight. In the autumn of 1817 the Rev. Thomas Donnell removed to the Territory from Kentucky, and received a call from the church to become the pastor. On the 25th of April, 1818, he was installed, with the understanding that he was to divide his time in ministering to this congregation and to adjacent settlements. During his ministry many additions to the church were made. Mr. Donnell died on the 8th of February, 1843. Owing to frequent removals of members to other portions of the Territory, the congregation in 1823 numbered only forty-five persons.

On the 16th of October, 1876, Mr. Giddings organized a church of seventeen members at Bonhomme, St. Louis Co. One of the constituent members was Stephen Hempstead, Sr. For some years the church was without a regular pastor, receiving only occasional visits from different ministers. Among these the most frequent in attendance was the Rev. Mr. Giddings. Meetings were usually held in the log cabins of the settlers, and, owing to the unsettled state of the country, the early growth of the congregation was not encouraging. In two years four persons were received on profession of faith, and five were dismissed, owing to their removal. Up to 1824 ten persons had been received, yet owing to deaths and removals only ten remained. During 1824 and 1825, Rev. John Ball preached occasionally for the congregation.

Rev. Timothy Flint, the second Presbyterian minister who settled in Missouri, arrived at St. Charles Sept. 10, 1816, and remained there several years. Rev. John Matthews was the next, who arrived in May, 1817. He established himself near the site of the present city of Louisiana, and organized the Buffalo Church.

Mr. Matthews had previously been a resident of Erie County, Pa. With his duties as minister of the

church he combined those of an itinerant missionary, under the patronage of the Connecticut Missionary Society (Congregationalist) and the General Assembly of the Presbyterian Church. In 1821 the church had increased to thirty members. In March, 1825, Mr. Matthews removed from that region to Cape Girardeau County, and from thence to Illinois. Subsequently he became pastor of the church in Bonhomme settlement.

The fourth Presbyterian Church established west of the Mississippi was the First Presbytertian Church of St. Louis, which was organized on the 15th of November, 1817, by the Rev. Salmon Giddings. The congregation consisted of nine members, of whom the ruling elders were Stephen Hempstead and Thomas Osborne. The church at St. Charles was established Aug. 29, 1818, by Rev. S. Giddings and Rev. John Matthews. On the 18th of December, 1817, the Presbytery of Missouri (organized by the Synod of Tennessee), consisting of the four ministers and four churches just named, held its first meeting in St. Louis. Its territory comprised all that portion of Illinois west of a meridian drawn through the mouth of Cumberland River and running north, nearly the whole State, together with all Missouri. The first sermon printed in Missouri was preached by Mr. Giddings, on the death of Edward Hempstead, Territorial representative in Congress, and son of Stephen Hempstead. The second was by the same minister, on the first installation west of the river, that of Thomas Donnell as pastor of Concord Church, April 25, 1818. During the nine years that followed, Presbyterian ministers labored industriously and organized churches throughout the State as far north as Louisiana, as far west as Chariton, and as far south as Apple Creek, while Giddings continued his work of organizing churches throughout Missouri and Illinois. On the 7th of December, 1818, he installed as pastor of the church at St. Charles the Rev. C. S. Robinson, who had come from Massachusetts as a missionary in 1816, and of whom it is related that he was at one time "entirely out of money and out of food for his family, but just when his need was greatest he found a silver dollar imbedded in the earth, which sufficed for all his wants until a more permanent supply came,"—a picture of the trials and difficulties of the pioneer preachers of those days. During the same year the Territory was visited by two young missionaries, Nicholas Patterson and a Mr. Alexander, who had been sent out under the patronage of the Board of Missions of the General Assembly of the Presbyterian Church. They traveled extensively in the counties along the Missouri River. Union Church of Richwoods, Jefferson Co., was or-

ganized by Mr. Giddings on the 17th of April, 1818, but in a few years became extinct. The church at Dardenne was constituted Sept. 19, 1819, by the Rev. Charles S. Robinson.

An interesting episode in the denominational history of this period is the organization of a mission to the Osage Indians, which was established in 1820 at Harmony, near the line of Vernon and Bates Counties. The company, consisting of three ministers, a physician, farmers, mechanics, a schoolmaster, and twelve ladies, had to ascend the Arkansas River and pass through the Cherokee country to reach their destination. Two of the ladies died on the way. Two years later a church was organized with twenty members, to which only two others were added in ten years. In April, 1821, the Rev. Edward Hollister organized a church at Franklin, opposite Boonville, which survived only a few years. The church of Apple Creek, in Girardeau County, was constituted May 21, 1821, by the Rev. Salmon Giddings. In 1825 the congregation had increased from forty-one (the original number) to fifty-four members, and the Rev. John Matthews became the pastor.

The first ordination in Missouri was that of the Rev. W. S. Lacy, March, 1824, by the presbytery, which held its sessions in the Baptist Church in St. Louis, the Rev. Messrs. Charles S. Robinson, Jesse Townsend, Salmon Giddings, and Thomas Donnell taking part in the exercises. The second ordination was that of John S. Ball, a State senator, who, having been converted, resigned his position, received instruction from Mr. Giddings, and was licensed in 1824 and ordained June 12, 1825, being then fifty-two years of age. The officiating ministers at the ordination were Rev. John Matthews, of Pike County, Rev. Salmon Giddings, and Rev. W. S. Lacy.

Mr. Giddings died Feb. 1, 1827, in the forty-fifth year of his age. Salmon Giddings, as we have seen, was the pioneer of Presbyterianism in Missouri, and for many years a conspicuous minister and educator in St. Louis. He was born in Hartford, Conn., on the 2d of March, 1782. His parents were Congregationalists by education and habit, though not regular members of the church. In January, 1807, he united with the Congregational Church in his native parish, and soon afterwards entered Williams College. After graduating he remained for some time at that institution in the capacity of tutor, and then repaired to Andover Theological Seminary for the purpose of completing his theological studies. He left the seminary in September, 1814, and was ordained to the ministry on the 20th of December following. During 1815 he served as an itinerant minister in Massachu-

setts and Connecticut, and in December of that year received a commission from the Missionary Society of Connecticut to labor in the Western country, but more particularly in St. Louis and its vicinity. He arrived in St. Louis on the 6th of April, 1816, and, as previously stated, was the first Presbyterian minister who established himself west of the Mississippi. Two Presbyterian ministers had visited the country and had preached six times, but neither of them had remained permanently.

As we have seen, Mr. Giddings organized on the 2d of August, 1816, the congregation at Bellevue settlement, and on the 15th of November, 1817, the First Presbyterian Church of St. Louis. For more than a year previous to this he had conducted a school (opened Oct. 12, 1816) "in the two-story frame (house) on the hill, built by James Sawyer, south side of Market, above Fourth, just opposite the south entrance to the present court-house, subsequently used for long years as the county court and clerk's office." On the 3d of January, 1818, he was also conducting a school for girls, which was situated, apparently, on the same location, the south side of Market Street, above Fourth. In the *Republican* of Nov. 16, 1816, appeared the announcement that Mr. Giddings would preach at the theatre on the following day, but it would seem that services were also held at his school-room, for on the 23d of October, 1818, notice was given that the Rev. Green P. Rice would deliver a sermon at the school-room on the following Sunday. On the 20th of September, 1818, a meeting was held at the residence of Mr. Giddings, "to take into consideration the expediency of erecting a Protestant house for divine worship." The building was dedicated on the 26th of June, 1825, and on the 19th of November following Mr. Giddings was installed as pastor. He did not, however, restrict himself to this field of labor, but worked diligently on both sides of the Mississippi, and established twelve churches, six in Missouri and six in Illinois. His longest and most arduous journey was that which he made as the agent of the missionary society to the Omaha, Pawnee, and other Indian tribes, and which consumed three months. Mr. Giddings was also an earnest and active agent in the distribution of Bibles and Sunday-school and tract publications. The preliminary meeting to form the first society for the circulation of the Bible west of the Mississippi was held in his school-room on the 8th of December, 1818. Mr. Giddings died on the 15th of February, 1828. He was a man of untiring energy, lofty purity of character, and indomitable zeal in the cause of his religion. He was succeeded

as pastor of the First Church and leader of the Presbyterian movement by William S. Potts, D.D.

In 1830 a band of seven young men, graduates of Auburn Seminary, repaired as missionaries to Missouri, and settled at various points. In the same year also Dr. David Nelson, author of "The Cause and Cure of Infidelity," appeared as a worker in the field of Missouri Presbyterianism. Dr. Nelson settled in Northeastern Missouri, but owing to his opposition to slavery was compelled by a mob to flee from the State. A similar fate befell Rev. Elijah P. Lovejoy, who was ordained by the St. Louis Presbytery in June, 1834. Mr. Lovejoy was for some time pastor of the Des Peres Church, and afterwards editor of the *St. Louis Observer*, the first religious journal started west of the Mississippi. He was a bitter and uncompromising opponent of slavery, and in 1837 his press was destroyed, and himself driven out of the city by a mob. Before the end of the year he was killed by another mob at Alton, Ill. Dr. W. W. Hall, better known as the editor of *Hall's Journal of Health*, was, about this time, pastor of the St. Charles Church for two years. The colored people received earnest attention from the first missionaries and their successors. Meetings were held, and churches and schools organized especially for them. The schools met with some opposition, but not of a serious nature. The cause of temperance also received its share of attention. The congregation of the Second Church in St. Louis, under Dr. Hatfield, was pledged to entire abstinence, and in a district in Southeast Missouri, where there were forty distilleries, many of the latter were speedily closed, and one of them was transformed into a church. In 1831 the presbytery was divided into three distinct organizations,—Missouri, St. Louis, and St. Charles,—and these in 1832 were erected into a Synod, there being then in the State twenty-three churches and eighteen ministers, of whom thirteen were in the pay of the American Home Missionary Society, although most of them had been sent out by the Presbyterian Board of Missions. The reason for the change was that the former fixed their salaries at four hundred dollars, whereas the board paid its agents one hundred dollars a year, with the understanding that they were to obtain whatever additional compensation they could from the little mission churches to which they preached.

In April, 1838, Dr. Artemas Bullard arrived in St. Louis to assume the pastorate of the First Church, *vice* Dr. Potts, then president of Marion College. He at once took a front rank among the Presbyterian ministers of the West. The controversy which led to the division of the church into

Old and New School was raging in the Eastern States, and making itself felt throughout the West, although the actual separation did not take place in Missouri until 1841. At this time Dr. Potts was recognized as the leader of the Old School and Dr. Bullard as the leader of the New. Each of the two schools went on its own way, organizing new churches, forming new presbyteries, and carrying on missionary work,—the Old School through the Board of Missions, and the New through the American Home Missionary Society. Between the years 1830 and 1840 a remarkable religious agitation occurred in the western part of Germany, especially in the duchy of Lippe-Deimold. In nearly every village and town the people left the established Lutheran Church and formed themselves into conventicles, prayer-meetings, and worshipping assemblies. They were severely persecuted by the ruling clergy, and in 1849 a number of peasant families emigrated and settled in Gasconade County, Mo. They were not acquainted with the character of the religious denominations in the country, but were at length directed to the Presbyterian Church as the one with which they most nearly affiliated. Soon afterwards they were organized into the Bethel Church by the Presbytery of St. Louis, Old School. Since then they have grown to large proportions as a denomination.

In 1857 began the long series of troubles growing out of the question of slavery, to which institution the New School was known to be opposed, whereas in the Old School there was but little discussion on the subject. Hence, in Missouri, many persons left the New School for the Old, and the New School was gradually cut off from all missionary work. During the war it dwindled to such insignificant proportions that the total extinction of its Synod in Missouri was generally expected; but when the war had ended it was still intact, and started anew with fresh life and undiminished zeal. When the secession of the Southern States from the Union took place the Presbyterians in those States organized a Southern General Assembly, and in 1866 the Missouri Presbyterians of Southern sympathies separated from the Old School Synod and organized the Independent Synod of Missouri, which is now connected with the Southern General Assembly. In 1870 the Old and New School branches of the General Assembly came together and reorganized as one body, and in the same year the same reunion was effected in the Missouri Synod. The Synod of Missouri is now divided into the following presbyteries: St. Louis (southeastern part of the State), Ozark (southwestern part), Osage (central part), Jefferson City to Kansas City), Platte

(northwestern part), and Palmyra (northeastern part). According to the last report this Synod has 215 churches, 134 ministers, 11,667 members, and 15,702 Sunday-school members, and had expended during the year \$19,657 for congregational, and \$37,336 for benevolent and other uses. The Presbytery of St. Louis reported 50 churches, 44 ministers, 4183 members, 6714 Sunday-school members, \$88,126 spent for congregational, and \$27,293 for benevolent and missionary uses. The Independent (or Southern) Synod reported 129 churches, 74 ministers, 7761 members, 4100 Sunday-school members, \$52,316 for congregational, and \$15,672 for benevolent uses. It is divided into the St. Louis, Lafayette, Missouri, Palmyra, and Potosi Presbyteries. St. Louis Presbytery reported 24 churches, 17 ministers, 1513 members, 902 Sunday-school members, \$19,297 for congregational, and \$5387 for other uses.

An important institution of the denomination in St. Louis is the Depository of the Presbyterian Board of Publication, 1107 Olive Street, which was established as a missionary department of the board in 1874 under charge of Rev. R. Irwin, D.D. Dr. Irwin was succeeded, Sept. 1, 1880, by the Rev. J. W. Allen, D.D., up to that date editor and publisher of the *St. Louis Evangelist* (which he established in 1874), and of which he continues to be the publisher. At the Synod which met in October, 1882, the scope of the institution was enlarged, and from a missionary department it was raised to the rank of a branch depository of the board of publication, with a capital stock of fifteen thousand dollars. In the upper rooms of the spacious building are held the Monday morning meetings of the Presbyterian Ministerial Association, and the meetings of the Woman's Presbyterian Board of Missions for the Southwest, which was organized about six years ago and has now about two hundred and fifty auxiliaries.

The First Presbyterian Church, situated at the northwest corner of Fourteenth Street and Lucas Place, Rev. Hervey D. Ganse, D.D., pastor, was organized by Rev. Salmon Giddings, Nov. 15, 1817, at which date the following document was drawn up and signed: "Being desirous of enjoying the benefits of the ordinances of religion which God has instituted, and in order to maintain divine and public worship, live more to His glory, and promote each other's grace and spiritual comfort, we, the undersigned, mutually unite together in church relation and covenant, known by the name of the First Presbyterian Church of St. Louis. We also solemnly covenant, before God, to be the Lord's; to watch over each other in the Lord; to conduct as God shall give us grace, in the spirit of

Christian meekness; to walk as becometh saints before the world; to maintain the worship of God in our families, and to attend to all the ordinances and means of grace which God hath appointed to be observed in His church. We take the Scriptures of the Old and New Testaments for the rule of our faith and practice, and the Confession of Faith, as revised and adopted by the Presbyterian Churches in America, as the best summary and explanation thereof." The paper was signed by ten persons: Stephen Hempstead, Mary Hempstead, Britannia Brown, Chloce Reed, Mary Keeny, Magdalen Scott, Thomas Osborne, Susanna Osborne, Susan Gratiot, and Sarah Beebe. Hempstead and Osborne, the only male members, were ordained ruling elders on November 23d, and the services of the church were thenceforth regularly held in Rev. Salmon Giddings' school-room, on Market Street opposite the court-house.

On the 20th of September, 1818, a meeting was held at the residence of Mr. Giddings to take into consideration the expediency of building a Protestant house of worship, and on the 11th of January, 1819, another meeting was held to devise means for erecting the proposed building. Stephen Hempstead was chosen chairman, and Thomas H. Benton, clerk. Col. Alexander McNair, Rev. Salmon Giddings, and Nathaniel Beverly Tucker were appointed a committee to draft a subscription paper, which was circulated not only in St. Louis, but also in New York, Philadelphia, and Washington. John Quincy Adams contributed twenty-five dollars, and subscriptions were received from people of all denominations, including several Catholics. The heaviest contribution was that of two hundred dollars from Matthew Kerr. The total subscription was three thousand dollars.

The enterprise thus begun was not completed for many years, notwithstanding strenuous exertions on the part of the pastor, who made its completion a personal matter, collecting funds, laboring with his own hands, and borrowing money on his personal security for its completion. His untiring efforts were at last successful. The lot on which "Veranda Row" was subsequently built, extending on Fourth Street from St. Charles Street to Washington Avenue, was bought for three hundred and twenty-seven dollars, and the building was erected at what was then the enormous cost of eight thousand dollars (leaving a debt of five thousand dollars), and was dedicated on the 26th of June, 1825. It was a brick building, forty-six by sixty-five feet, two stories in height, with a cupola and spire.

On the 19th of November, 1826, Mr. Giddings was formally installed "over the Presbyterian Church and

congregation of St. Louis" by the Presbytery of Missouri. The introductory prayer was offered by the Rev. Hiram Chamberlain, and the call of the congregation was read by the Rev. John S. Ball. The sermon was then delivered by the Rev. Charles S. Robinson. The charge to the pastor was made by the Rev. John Matthews, and the charge to the congregation by the Rev. Thomas Donnell. The concluding prayer and benediction were delivered by the Rev. William S. Lacy. Mr. Giddings died, as heretofore stated, Feb. 1, 1827, and his funeral was attended by a concourse of persons numbering two thousand.

His successor was the Rev. William S. Potts, D.D., who reached St. Louis on the 14th of May, 1828, and was ordained by the Presbytery of Missouri, and installed as pastor Oct. 26, 1828. On this occasion the sermon was preached by the Rev. William S. Lacey, and the ordination prayer was offered by the Rev. John Matthews. The charge to the pastor was pronounced by the Rev. John S. Ball, and the charge to the people by the Rev. Solomon Hardy.

Next to the Rev. Mr. Giddings, Dr. Potts was more prominently identified with the cause of Presbyterianism in Missouri than any other minister. He was born at Trenton, N. J., in 1804. His parents, members of the Society of Friends, desired that he should learn the trade of printing, but before finishing his apprenticeship he turned his attention to the study of the law. Soon after this, however, he determined to devote himself to the ministry, and in 1825 entered the Theological Seminary at Princeton, N. J. In 1828 he was licensed as a probationer, and, being in delicate health, determined to go South, in the hope not only of being benefited by the less rigorous climate, but of performing effective work among the Indians. He remained in this field of labor but a short time, and in May, 1828, by direction of the Board of Missions, under whose supervision he then acted, he repaired to St. Louis and preached for the First Presbyterian Church, over which he was installed pastor by the Presbyterian Mission the autumn following. Dr. Potts remained in charge of the First Church, which developed rapidly under his active and efficient ministrations, until the 26th of June, 1835, when he resigned the pastorate in order to assume the presidency of the newly-organized Marion College. This institution was established for the purpose of training young men for the ministry. A charter was obtained and the college organized at Marion City, Mo., but it did not prove successful, and Dr. Potts accepted a call to the pastorate of the Second Presbyterian Church, and was installed Oct. 5, 1839. He

remained in charge of the church until his death, which occurred on the 28th of March, 1852, after a lingering illness, and while the church bell was calling the children to Sunday-school.

Dr. Potts was a man of great learning and exalted piety, and enjoyed the respect and confidence not only of his own denomination, but of the community at large. His successor at the First Church was the Rev. Dr. William Wisner, who was called July 23, 1835, but was never formally installed, and resigned on account of ill health in May, 1837. Dr. Artemas Bullard (than whom no minister ever exerted a more widespread influence in the Presbyterian Church in Missouri) was called April 2, 1838, installed June 27, 1838, and perished in the Gasconade disaster in 1855. Dr. Henry A. Nelson, who took charge in October, 1856, was installed Nov. 23, 1856, and resigned in the spring of 1868 to accept the chair of pastoral theology in Lane Theological Seminary, Cincinnati, Ohio. Rev. Charles A. Dickey, of Allegheny City, Pa., who began his pastoral work in May, 1869, was installed July 4, 1869, and resigned in October, 1875, to accept a call to Philadelphia. Dr. H. D. Ganse, of New York City, was called in December, 1875, and is still the pastor. In 1832, John Shackford, of Washington, who styled himself "a friend of missions," wrote to Dr. Peters, then secretary of the American Home Missionary Society, saying, "I wish to add to the laborers already in the field in Missouri. I have concluded to devote to that purpose one hundred and four dollars per quarter, however much my circumstances may be thereby straitened or my deprivations increased. I have determined to preach the gospel by proxy for two years, if not for life, and I am unwilling to be persuaded, however avarice, ease, cupidity, comfort, or convenience may plead, to accept a proposition by which the sum furnished would be reduced. I desire you to send the missionary to St. Louis." In consequence of this offer, Rev. E. F. Hatfield was sent out, and organized Nov. 23, 1832, the Second Presbyterian Church of St. Louis, for which purpose a colony of twenty-nine members was dismissed by the First Church, the membership of which had increased to two hundred and fifty. Mr. Hatfield remained two years and a half, when, in consequence of the death of his wife, he returned East, and as it was not convenient for him to resume his labors in St. Louis, the church became disorganized and was dissolved, reuniting with the First Church in February, 1837, and bringing back fifty-four members in place of the twenty-nine who had been dismissed.

Subsequently other churches were formed as colo-

nies of the First that have had a longer existence, to wit: the Second (in October, 1838), Walnut Street, Third (now the First Congregational), Washington Avenue (now the Pine Street), North, High Street (now Grand Avenue), and others.

The building now occupied by the congregation, opposite Missouri Park, is a memorial of the foresight and great executive ability of Rev. Dr. Artemas Bullard. It was dedicated on Oct. 21, 1855, although the lecture-room had been occupied for some time previous. Rev. Dr. Beeman, Rev. Mr. Wisner, and Rev. Dr. Bullard took part in the exercises. After the sermon, preached by Dr. Beeman, a funeral hymn was sung, and during the singing the remains of the first pastor of the congregation, the Rev. Salmon Giddings,



FIRST PRESBYTERIAN CHURCH.

were taken into the church, and deposited in a vault immediately before the pulpit. Among the pallbearers were Col. John O'Fallon, Asa Wilgus, Jesse Lindell, Matthew Carr, and George K. Budd, members of the First Church in its early days. The building, which is of brick and stone, cost over one hundred thousand dollars, and its dimensions are eighty-four by one hundred and thirty feet; the tower is two hundred and twenty-five feet high; the main audience-room contains one hundred and fifty pews, and there are attached to the church a chapel, Sunday-school rooms, a pastor's study, and ladies' parlors. There is also a parsonage (No. 1413 Lucas Avenue), valued, with the lot on which it stands, at

about fifteen thousand dollars. In 1855 the lot on Fourth Street, which cost in 1825 three hundred and twenty-seven dollars, was sold for sixty-two thousand dollars, and the proceeds helped to defray the cost of the new edifice. Dr. Ganse, the present pastor, says, "No history of the First Presbyterian Church of St. Louis would be at all complete which should not commemorate, in connection with all its direct religious work, the influence which, under its patriotic pastor, Dr. Nelson, it exerted for the Union during the civil war." Connected with the church are a Ladies' and a Young Ladies' Missionary Society, a Sunday-school, and the Tabernacle Mission School. About one hundred and seventy-five families are actively connected with the church, and there are three hundred and ninety-seven communicants, and the Sunday-schools are attended by thirty-five teachers and about five hundred scholars. On the 15th of November, 1867, the semi-centennial anniversary of Presbyterianism in St. Louis was celebrated in this church with appropriate exercises.

The Second Presbyterian Church, northwest corner of Seventeenth Street and Lucas Place, Rev. Samuel J. Nicolls, pastor, was organized Oct. 10, 1838, by sixty members from the First Presbyterian Church and two from other churches. Its first elders were Hamilton R. Gamble, Wyllys King, and William Holcombe. A temporary building was erected for worship at the corner of Pine and Fifth Streets, but the lot on the northwest corner of Fifth and Walnut Streets (where the Temple building now stands) was bought soon after from Pierre Chouteau for \$10,800, and in March, 1839, the erection of a permanent house of worship was begun. In January, 1840, the lecture-room of the new building was hastily fitted up, and the congregation abandoned the temporary edifice. The completed building was dedicated Oct. 11, 1840. Rev. C. W. McPheeters, Rev. J. F. Cowan, and Rev. W. P. Cochran took part in the services, and the dedication sermon was preached by the Rev. H. P. Goodrich, D.D. The dedication prayer was offered by the Rev. Nathan A. Hall, and the benediction was pronounced by the Rev. W. S. Potts, pastor of the church. The cost of the building was about forty-two thousand dollars. It was occupied for the last time on June 28, 1868, having been sold to David Nicholson. For some months the congregation worshiped with that of the First Church. The lot on which the church now stands costs thirty thousand dollars, and the erection of the building was begun in 1857, and the corner-stone was laid on the 23d of March, 1869.

The board of trustees consisted of Sullivan Blood,

chairman; James E. Yeatman, A. M. Gardiner, Geo. S. Drake, C. S. Greeley, secretary and treasurer; and the building committee of C. S. Greeley, chairman; George S. Drake, Rev. S. J. Nicolls, James E. Yeatman, Daniel B. Clark, William Downing, Samuel Bonner, Thomas Lowery, Henry Hitchcock, and Samuel Copp. The chapel was completed and first occupied Dec. 27, 1868. The main building was dedicated Dec. 25, 1870. It is an elegant structure of rough, unhewn stone, and cost one hundred and sixty thousand dollars.

On the organization of the church the pulpit was first supplied by Rev. A. T. Norton, then a city missionary in St. Louis. In February, 1839, Rev. William S. Potts, then president of Marion College (an institution that had proved a failure), who had formerly been pastor of the First Presbyterian Church, was called to the pastorate. He entered upon his duties in July, was regularly installed Oct. 5, 1839, and died March 28, 1852. During the thirteen years of Dr. Potts' charge upwards of nine hundred persons united with this church, four hundred and seventy of them on profession. Rev. Robert P. Farris (since of Peoria) supplied the pulpit during the year following. Rev. Nathan L. Rice, D.D., of Cincinnati, was unanimously called Jan. 26, 1853. The call was opposed by the Cincinnati Presbytery, but was unanimously repeated March 9th, and finally accepted. Dr. Rice entered upon his duties April 25, 1853, was installed October 9th following, and resigned Sept. 15, 1857, to take the chair of theology in the Theological Seminary of the Northwest. Rev. James H. Brooks, D.D., though never installed as pastor, served as such from February, 1858 (having been called two months previous), until July, 1864, when he became pastor of the colony that formed the Walnut Street (now Compton Avenue) Church. Rev. Samuel J. Nicolls, of Pennsylvania, was called October, 1864, began his labors January 1st, and was installed March 5, 1865. This church has sent out the following colonies: Central (or Fourth) in 1844; Westminster (afterwards Pine Street), 1846; Park Avenue (afterwards Chouteau Avenue); First German, 1863; Walnut Street, 1864; and Grace Church (afterwards united with Chouteau Avenue), 1868. It has also contributed largely to the membership of churches in Carondelet, Kirkwood, and elsewhere.

This church supports four Sunday-schools,—a morning school, Henry T. Nash, superintendent; an afternoon school, E. Anson More, superintendent; the Memorial Tabernacle, or Biddle Market Mission, a gift from Carlos S. Greeley, Thomas Morrison, superintendent; and Kossuth Avenue Mission, near the

Fair Grounds, Henry A. Smith, superintendent. These schools have an aggregate attendance of about two thousand children. It also supports a foreign mission at Siam and a city missionary, Rev. William Porteus. Altogether the church contributes about forty thousand dollars annually to benevolent and congregational uses. A Ladies' Aid Society and Young People's Working Society are connected with the congregation. The congregation numbers nearly eight hundred active members, with a connection of two hundred and twenty families, or twelve hundred persons, among whom are many of the most prominent and influential members of St. Louis society.

Grand Avenue Presbyterian Church.—In February, 1844, Washington Avenue Church, New School, was organized, under the direction of Rev. Dr. Bullard, by a colony of fifty members from the First Presbyterian Church, who first met for worship in the State tobacco warehouse on the northeast corner of Sixth Street and Washington Avenue. Rev. James Gallaher first supplied the pulpit for about one year, when Rev. J. B. Townsend was installed as pastor. Mr. Gallaher died in the autumn of 1853. A church was subsequently built on the southwest corner of Eighth Street and Washington Avenue, and was occupied until the removal of the society to a second edifice on the northwest corner of Eleventh and Pine Streets, the ground for which was bought in 1849. The basement of the new building was occupied in 1851, and the church was dedicated in 1853. The first pastor, Mr. Townsend, resigned on account of ill health in the fall of 1850. Rev. Mr. Long took charge in 1851, and remained about a year. Rev. J. W. Hall, D.D., of Alabama, assumed the pastorate in April, 1853, but only remained six months. After his departure the church was left without a pastor. During the summer of 1853 the church building was completed and dedicated, under the eldership of John Whitehill and Martin Simpson.

Westminster Church, Old School, was organized on April 25, 1846, by the Rev. Dr. Potts, with eighteen members, and Rev. H. P. Goodrich, D.D., as "stated supply." The first place of worship was the hall of the medical college, on Washington Avenue opposite Tenth Street.

The church was originally known as the Westminster Mission. Its first elders were Thomas Cannon and Leverett Mills. In the latter part of 1846 the congregation moved from the medical college to the basement of Benton Public School house on Sixth Street, near St. Charles. Thence it removed to the Odd-Fellows' Hall, at Fourth and Locust Streets,

which it occupied jointly and alternately with St. George's Episcopal Church until October, 1848, when it purchased an edifice at the corner of Locust and Fifth Streets, erected by the Associate Reformed Presbyterians in 1841. Dr. Goodrich resigned July 1, 1848, and Rev. James A. Lyon, D.D., became pastor Nov. 15, 1848. A number of the members of the Second Presbyterian Church transferred their membership to the Westminster, and Thomas Cannon, Joseph Charless, Leverett Mills, David Keith, and Alexander C. Donaldson were appointed elders. Rev. Dr. Lyon resigned the pastorate on the 10th of November, 1850, and Rev. S. B. McPheeters, of Virginia, was called Jan. 31, 1851. He accepted, and was installed Dec. 14, 1851, at which time the congregation numbered thirty-four families and eighty-nine communicants.

In November, 1853, a union of the Pine Street and Westminster Churches was suggested. The former was without a pastor, and both organizations were struggling with debt. The proposal commended itself to the members of both, and on the 30th of November, 1853, the Pine Street Church united with the Westminster Church in accordance with an agreement adopted by W. W. Greene, Theodore Poindexter, D. K. Ferguson, G. Gorin, John Whitehill, and Robert Dougherty in behalf of the Pine Street Church, and Joseph Charless, Robert M. Henning, and George P. Strong in behalf of the Westminster Church.

The congregation adopted the name of Pine Street, and in accordance with a condition of the union identified itself with the Old School Presbytery and Synod. Rev. Dr. McPheeters was elected pastor, and Joseph Charless, W. W. Greene, David Keith, Wm. Low, Alexander Marshall, Leverett Mills, Martin Simpson, George P. Strong, and John Whitehill were chosen elders of the new organization.

The Westminster Church property was sold in the spring of 1854, and the proceeds went to the united congregation. In April, 1854, there were reported two hundred and thirty-one members, and in 1861 three hundred and twenty-seven members, with one hundred and sixty pupils in the Sunday-school and seven hundred in Biddle Market Sunday-school, established by this church. During the war the church was agitated by political strife, and the Union members removed Mr. McPheeters from the pastorate,¹ after which the church remained for several years without a minister, and was often closed. At last the difficulty was settled by the withdrawal of three of

¹ In January, 1866, a call was again extended to Rev. Dr. McPheeters, but, greatly to the regret of the congregation, was declined by him, owing to his illness.

the ruling elders. In 1872 the church united with the Independent or Southern Synod of Missouri. The pastors since the reopening of the church have been Revs. J. C. Thorn, of Waynesburg, Pa., appointed July, 1865, died November 28th following; Rev. B. T. Lacy, D.D., appointed in 1866, resigned November, 1870; Rev. A. P. Foreman, D.D., 1871-72; Rev. E. H. Rutherford, D.D., of Petersburg, Va., installed in May, 1874. Just previous to Dr. Rutherford's installation, the presbytery and Synod with which the church was connected formed ecclesiastical relations with the Southern Presbyterian Assembly. Dr. Rutherford resigned the pastorate of this church in March, 1881, to accept a call to the Presbyterian Church at Paris, Ky. By invitation of the session, Rev. Francis L. Ferguson supplied the pulpit for six months from May, 1881.

In January, 1882, Rev. A. Nelson Hollifield, pastor of the Presbyterian Church in Huntingdon, Pa., was called to the pastorate, and was installed in the month of April by a committee of the Presbytery of St. Louis.

In 1879 the congregation purchased a site for a new church on the west side of Grand Avenue, opposite Washington Avenue, on an elevation about seventy-five feet higher than Washington Avenue, at Third Street, and from which a beautiful view of that portion of the city is obtained. The site is about one hundred and fifty feet square. In March, 1880, the erection of the chapel was begun in accordance with plans prepared by the architect, Francis D. Lee. The chapel was completed within six months. It is of limestone with white sandstone trimmings, and is constructed in the pure English Gothic style. It is located at the west end of the lot, and fronts on the western extension of Washington Avenue.

The chapel has a seating capacity for four hundred persons, and is still occupied by the congregation, pending the completion of the church. The building was dedicated on the 7th of November, 1880, the officiating ministers being the Rev. Dr. Rutherford, pastor, Rev. R. P. Farris, Rev. G. H. Rout, and Rev. Dr. Brank. On this occasion the name of the church was changed from that of Pine Street to that of Grand Avenue Presbyterian Church. Its officers at that time were: Pastor, Rev. E. H. Rutherford, D.D.; Elders, William G. Clark, D. K. Ferguson, John J. Holliday, James McQ. Douglas, Isaac B. Kirtland, Dr. William M. McPheeters, Dr. H. N. Spencer, William Webb, and James H. Wear; Deacons, Elliott W. Douglas, Edward F. Chappell, Hugh Ferguson, James Rosebrough, J. W. McLanahan, J. M. Cooper, and A. N. Craig. The corner-stone of the main

building was laid Oct. 14, 1882. The new church will be a superb Gothic structure of St. Louis limestone, with five gable-ends, one hundred feet high, and large windows of stained glass. The main entrance will be ornamented with moulded arches and columns of cut stone. The auditorium will be in the form of an amphitheatre, and will accommodate twelve hundred persons, its size being one hundred and fifteen by one hundred feet. It is expected that the building will be ready in the summer of 1883, and will cost one hundred and ten thousand dollars. The architect is Francis D. Lee. The church reports a membership of two hundred and eleven, with two hundred and thirty-eight in the Sunday-school.

The officers of the church at present are Rev. H. Nelson Hollifield, D.D., pastor; Elders, W. G. Clark, D. K. Ferguson, E. S. Frazer, James McQ. Douglass, I. B. Kirtland, W. M. McPheeters, H. N. Spencer, William Webb, James H. Wear; Deacons, J. T. Chappell, Archibald Crary, Elliott W. Douglas, Hugh Ferguson, J. W. McLanahan, James Rosebrough.

Among the ministers prominently identified with the old Pine Street Church was the Rev. Charles D. Simpson. Mr. Simpson was a native of St. Louis, and received his early education at St. Louis University. He pursued a course of study at Illinois College, Jacksonville, and received from that institution the degrees of Bachelor and Master of Arts. He then studied theology at Lane Seminary, Cincinnati, under the instruction of Lyman Beecher, D.D., and Professor Stowe. He was regarded as an exceptionally close and thorough student, and his attainments in mathematical science were remarkable. He was ordained a minister of the Presbyterian Church in 1843, and at once entered upon the duties of his clerical life at Glasgow, Mo. Subsequently he became a professor in the City University, and also officiated at Pine Street Church. Mr. Simpson died early in September, 1866.

Central Presbyterian Church.—This congregation was organized April 18, 1844, by Dr. William S. Potts and Rev. William Gilbreath, as the Fourth Presbyterian Church (Old School), with thirty-two members, nearly all of whom had obtained letters for the purpose from the Second Church. On the following day the first session was elected, consisting of Philip Skinner, George W. Meyers, and John Suydam, and on the following Sunday, April 21st, Messrs. Meyers and Suydam were ordained, and the session was installed. The first communion of the church was celebrated on the same day. The congregation met in a small frame building on the southeast corner of Sixth and St. Charles Streets. Rev. Joseph Tem-

pleton first supplied the pulpit, but on May 12, 1845, Rev. Alexander Van Court was chosen pastor. He began his duties in July following. He labored with great diligence and success, and during his ministry the church grew and prospered. In July, 1849, he suddenly fell a victim to the cholera which raged in that year. In 1845 the church elected as its first board of trustees John M. Wimer, John Huyman, and Taylor Blow, to whom, in 1846, were added David W. Wheeler, Oliver Bennett, and S. Ridgely. Thomas Osborne and Dr. Thomas Barbor were also added to the session, and in November, 1846, Othneil Cannon and Charles N. Lewis were elected the first deacons. In the spring of 1846 the name was changed by the presbytery to that of the Central Presbyterian Church of St. Louis. About the same time a lot at the northwest corner of Locust and Eighth Streets was purchased, whither the congregation removed in the fall of 1848. It worshipped at first in the basement. During the following winter Rev. Dr. Hall held a series of protracted meetings which added largely to the membership. The building was finished in 1849. It had two stories, with rooms for the pastor's use and for other purposes in the basement. The audience-room, eighty-five by fifty feet, seated about six hundred persons. After the death of Mr. Van Court the church remained for eighteen months without a pastor. Revs. Samuel Pettigrew, John N. Hall, and William M. Ruggles served as stated supplies, and the congregation was greatly troubled by dissensions among its members and other causes until (Dec. 11, 1850) Rev. S. J. P. Anderson, of Virginia, was called. Mr. Anderson entered upon his duties Jan. 20, 1851. He at once restored harmony to the church, which under his pastorate soon became prosperous. In March, 1851, its membership had increased to two hundred and forty-three, and all who were officially connected with the society labored zealously for its welfare. In 1858 nearly one hundred new members were added, but during the civil war the church declined. The pastor was arrested and tried by the military authorities, and the congregation diminished in consequence. The return of peace, however, brought a return of prosperity, but on the 25th of May, 1868, Mr. Anderson's failing health compelled him to resign, and the church remained again without a pastor. For some time it was served by Rev. Henry Branch as stated supply.

Dr. Brank, of Lexington, Ky., the present pastor, was called in January, 1869, but did not signify his acceptance until May 31, 1869. Soon after the present site was purchased, and a temporary chapel

erected, in which an afternoon Sunday-school was opened in the spring of 1870. Weekly prayer-meetings were held in the same building during the winter of 1871-72. In the spring of 1873 the congregation removed to this chapel, their building on Locust Street having become unsafe owing to the construction of a tunnel under it. Soon after this the structure was demolished. On June 8, 1874, a building committee was appointed consisting of Messrs. B. H. Batte, I. M. Veitch, S. N. Holliday, D. P. Rowland, Dent G. Tutt, and Samuel Barron, and a plan prepared by C. K. Ramsey, architect, was accepted. The chapel was removed to an adjoining lot, and the erection of the present edifice was begun. It was finished in 1876. It is built in strict accordance with the early English style, with two towers in front, one at each corner, the first one hundred and ninety-two, and the other one hundred and twenty feet in height. The transepts are each twenty-six feet wide, with ten feet projection. The roof is open-timbered, richly decorated with trusses supported by stone corbels, constructed of broken ashlar, with cut-stone trimmings from Warrensburg. The building occupies a lot one hundred and nine by one hundred and thirty-five feet. The auditorium is fifty-eight by ninety feet. At the rear is a chapel, with lecture-room, class-room, library, parlors, etc. The construction of this edifice involved the church so heavily in debt that in the summer of 1879 it found itself in great difficulties. Propositions were made to sell the church and abandon the enterprise, and the pastor tendered his resignation, which was not, however, accepted. Early in 1880, one Sunday morning the pastor made an earnest appeal for aid to the congregation, and the sum of twenty-one thousand dollars was subscribed on the spot, and afterwards punctually paid. There are at present about one hundred and thirty families and three hundred and fifty communicants connected with the congregation, and twenty-seven teachers, with nearly three hundred pupils in the Sunday-school. The present church edifice is situated at the northeast corner of Lucas and Garrison Avenues, and the Rev. Robert G. Brank, D.D., is the pastor.

The North Presbyterian Church was organized by a colony of nine members from the First Presbyterian Church, together with nine others, on the 27th of March, 1845. The present church, situated at the northwest corner of Eleventh and Chambers Streets, was built in 1857. It was a two-story brick building, sixty by ninety feet, the upper story being used as a church, and the lower story for the purposes of the Sunday-school. It seated about eight hundred persons. During the summer of 1882 the interior

was entirely remodeled and redecored, the seats were rearranged in amphitheatrical form, the organ was removed to the back of the auditorium and enlarged, and stained glass replaced the former plain panes of the windows. The church thus renovated was rededicated Oct. 15, 1832. The congregation numbers about five hundred persons, actual members two hundred, and the Sunday-school has twenty-five teachers and three hundred and seventy scholars. The pastor is the Rev. S. H. Williams.

Carondelet Presbyterian Church, Fourth and Market Streets, South St. Louis, Rev. James H. Shields, pastor, was organized about 1850 by Hon. Henry T. Blow and wife, Dr. Ashbel Webster and wife, Francis Quinnette and wife, and others. The first house of worship was located on Main Street between Kansas and Illinois Streets. It was sold in 1864 and converted into a dwelling, and the society removed to its present quarters. The successive pastors have been Revs. Hiram P. Goodrich, D.D., R. S. Finley, John T. Cowen, S. A. Mutchmore, 1862-65; C. H. Dunlap, 1867, '68; Samuel Hay, 1868, '69; R. A. Condit, appointed November, 1869; Henry S. Little, appointed September, 1874; James H. Shields, appointed November, 1879. Hope Mission Chapel, corner of Third and Taylor Streets, is an offshoot of this church. It has a congregation of six hundred persons, and a Sunday-school attended by four hundred and twenty scholars. The present officers of the church are: Session, or Board of Elders (in charge of spiritual interests), the pastor, chairman, *ex officio*, Leonard R. Woods, William D. Starke, Frederick H. Williams, James M. Gayley; Board of Deacons (in charge of the poor and of benevolent work), J. P. Richardson, John Fitzpatrick; Board of Trustees (in charge of temporal concerns), Charles A. McNair, S. M. Bayless, Dr. E. E. Webster, F. W. Mott, J. P. Richardson, Leonard R. Woods, Frederick H. Williams, James M. Gayley. Connected with the congregation are a Ladies' Missionary Society, organized in 1874, of which Mrs. A. Shawk has been president, and Miss R. Woods, secretary, from the beginning to date; also a Young People's Literary Society, organized in 1881; R. A. Hill, president; H. A. Chapin, secretary. About one hundred and sixty families constitute the parish, of whom one hundred and sixty persons are communicants. The morning Sunday-school is attended by twenty teachers and two hundred and fifty scholars.

Des Peres Presbyterian Church was organized in the latter part of March, 1833, by Rev. William S. Potts and Dr. Ingraham, in the dwelling-house of Rev. Mr. Granville (Methodist), which was rented

for the occasion. The members of the congregation at that time were Thomas D. Yeates, Matilda Yeates, Amanda Yeates, Rebecca McCutchan, George Reed, Mary Reed, James Reed, Thomas Reed, Ellen Parks, Mary Parks, George Y. Andrew, Ann, Mary, and Baldwin King. The elders were Thomas D. Yeates, George Reed, and George Y. King. During the next year (1834) three acres of land were given—one acre each by David Small, David Hartshorn, and Stephen Maddox—for a building site for a church and a graveyard. A building of stone was commenced the same year and progressed so far as to be inclosed, in which condition it was used for public worship until 1840. In the troubles that divided the church into the Old and New School bodies, this church cast its lot with, and has recognized the ecclesiastical authority and control of, the Old School Church. Of the records of this church from its organization down to Sept. 6, 1837, none remain or are known of to the present officers of the church. Between the years 1833 and 1837 the pulpit was filled by Rev. William S. Potts, Dr. Ingraham, and Rev. Mr. Lovejoy. Gary Hickman, a licentiate, was in charge of the pulpit when the present records commence. In 1840 the present building was completed. Since Mr. Hickman left, the pulpit has been filled by the following ministers: M. Hodges, John N. Gilbreath, H. A. Booth, Joseph Fenton, William J. Lapsley, H. T. Morton, William C. Claggett, William H. Parks, A. Shotwell, and J. A. Smith. Rev. J. N. Gilbreath was pastor more than thirty years.

The elders elected since its organization have been Zachariah Barron, Jonas Geyer, Ninian B. Barron, William B. Harwood, Frederick Des Combes, William McKnight, Ralph Clayton, Henry Barron, Ottawa B. Harwood, Edward Fitzgerald, Charles Snyder, and Charles R. Black.

The deacons have been Cornelius D. Demorest, Thomas M. Barron, Charles Lovercheck, Thomas H. Ennis, and David L. Des Combes. Since 1837 the church has received by letter and on profession of faith one hundred and sixty-one members.

Providence Presbyterian Church.—In 1859 the Rev. William Parks organized an Old School congregation, known as Providence Presbyterian Church, which worshiped for some time in a hall on Broadway between O'Fallon and Cass Avenues. Subsequently it removed to a hall over what was known as the Mound Market, standing in the middle of Broadway near Howard Street. In the fall of 1859 a church organization was effected by the committee of the presbytery, consisting of Rev. Dr. McPheeters, Rev. Dr. Brooks, and Mr. Parks. Subsequently Mr. Parks

was forced on account of ill health to relinquish the pastorate, and was succeeded by the Rev. Mr. Sluder, under whose administration a lot at Webster and Twelfth Streets was purchased, and a two-story brick building erected. The lower story was used for the Sunday-school, and the congregation also worshiped there until the church was completed.

Washington and Compton Avenues Presbyterian Churches.—The Second Presbyterian Church, then located at Fifth and Walnut Streets, decided in 1859 to send out a colony to establish a church in the western part of the city, and for this purpose bought a lot on the northeast corner of Walnut and Sixteenth Streets, and commenced building thereon. The lecture-room was still unfinished in 1861, when the war came on and funds gave out, necessitating the stoppage of the work. The Union Presbyterian (Independent) Church sold, in March, 1862, to the Union Methodist Church its building at Eleventh and Locust Streets, and leased for two years, from July 1, 1862, the unfinished building at Walnut and Sixteenth Streets. This congregation completed the lecture-room at a cost of six thousand dollars, which was repaid when, on the expiration of its lease, it vacated the premises. From this time the Union Church ceased to exist as a separate organization. It had been organized twelve years previous (in January, 1849) with about thirty-five members, and worshiped for some time in Wyman's Hall. In 1852 the congregation determined to erect a church at the corner of Eleventh and Locust Streets, and in a little over a year, Jan. 8, 1854, the building was completed and dedicated. Its dimensions were sixty-nine by one hundred and fourteen feet, but the extreme measurements, including the towers, were eighty by one hundred and twenty-one feet. At the southeastern corner was a tower fifteen feet square, which ascended to the height of one hundred and forty-five feet, having a massive projecting base of cut limestone. At this time the Rev. William Homes was the pastor.

In June, 1864, the original idea of a colony was revived. Dr. Brookes, then pastor of the Second Church, and one hundred and fifty of its members withdrew, and on July 4, 1864, were organized by a committee of the St. Louis Presbytery (in connection with the Northern General Assembly) as the Walnut Street Presbyterian Church, the Second Church making over to them the property which they then began to occupy. Within three months one hundred members of the Second Church joined them, and on the 25th of December, 1864, they first occupied the completed church, the erection of which they had begun immediately after their organization.

The lot, which is one hundred by one hundred and twenty feet in extent, cost, with the church included, about eighty thousand dollars. It will seat about fifteen hundred persons. The congregation also had a chapel on the corner of Twenty-second Street and Gamble Avenue, a frame building seventy by forty feet. The church was a two-story brick building. In 1866, owing to certain political action of the Northern General Assembly on the subject of slavery, the Walnut Street Church united with others in organizing the Independent Synod of Missouri, but in May, 1874, the Northern General Assembly took such steps as led to a reunion with it of this church, which has since remained connected with it.

In process of time the location of the church became unsuitable, owing to the removal to western and southwestern parts of the city of the bulk of its members, and by 1878 this unsuitableness had led to the organization of Lafayette Park Church, which went out as a colony from Walnut Street. In 1877 the present site, southwest corner of Washington and Compton Avenues, was bought from Mrs. Edgar Ames for fifteen thousand dollars. The lot is one hundred and forty by one hundred and fifty-two feet. Ground was broken July 4, 1877, the corner-stone was laid Oct. 27, 1877, and the lecture-room was occupied May 1, 1879. On the 5th of December, 1880, the first services in the completed edifice were held. This building is ninety-four by one hundred and thirty-six feet, English Gothic in style, and of St. Louis limestone, pitch-faced broken ashlar, trimmed with sandstone, with stone towers at the four corners, and an imposing entrance, embellished by moulded and polished columns of Maine granite and buttresses and steps of the same. The architect was John H. Maurice, and the building committee was composed of Thomas E. Tutt, president; John R. Lionberger, vice-president; J. L. Sloss, treasurer; and William T. Barron. The main auditorium is eighty-four by eighty-eight feet and forty-one feet eight inches high. The pews are arranged in amphitheatrical form, and the seating capacity, including a gallery at the front end, is fifteen hundred. The windows are of large cathedral style, rich in decoration, and several are memorial. The organ is set in a deep recess back of the pulpit, under which are the pastor's study and reception-room. The lecture-room, under the main floor, is sixty-one feet square and fourteen feet high, with a seating capacity of five hundred. It can be enlarged to dimensions of eighty-five by eighty-three feet by opening folding-doors and throwing into it the two rooms used for Bible classes. The infant Sunday-school class-room and the ladies' parlors are on this

floor. The building on Walnut Street is still owned by the church, though offered for sale, and is used for Sunday-school purposes and religious meetings. The church, through its pastor, Rev. J. H. Brookes, D.D., reported to the Synod of 1882 a membership of five hundred and twenty-seven, with five hundred and fifty-four pupils in the Sunday-school, an expenditure for the year of ten thousand six hundred and twenty-two dollars for congregational and five thousand two hundred and eleven dollars for benevolent uses, and an average congregational attendance of about seven hundred.

Glasgow Avenue Presbyterian Church.—This congregation, whose present church edifice is situated at the southeast corner of Glasgow Avenue and Dickson Street, Rev. William R. Henderson, pastor, grew out of a conversation held at Webster Groves, Sunday, May 11, 1873, between Rev. Thomas Marshall, visiting that place on ministerial duty, and L. E. Alexander, a resident there, who called the minister's attention to the field now occupied by this church and assured him of his support in case the enterprise should be attempted. Thursday evening prayer-meetings were established soon afterwards at the "old Garrison mansion," corner of Page and Easton Avenues, and a little later Laeclde Hall, corner of Garrison and Easton Avenues, was rented, the first services being held there on June 22, 1873, with a congregation of forty persons. About the same number also attended the Sunday-school in the afternoon. On the 22d of March, 1874, the church was organized, with thirty-seven members, as the Garrison Avenue Church by a committee of the presbytery, consisting of Revs. Thomas Marshall, J. J. Marks, D.D., C. H. Foote, D.D., and Elders E. A. Moore and George W. Shaw. Rev. Thomas Marshall, the first pastor, was installed July 5, 1874. He resigned November, 1881, having been elected synodical missionary for the State of Missouri. Rev. William R. Henderson, of Harrodsburg, Ky., was called as his successor in March, 1882, and duly installed May 21st. On the 2d of August, 1874, the congregation assembled on the lot it now holds, and which it had bought for four thousand nine hundred and fifty dollars from Charles Morgan, of New York City. Services were held and the work of building was commenced by the pastor turning the first spadeful of earth, and on Dec. 19, 1875, the church removed from Laeclde Hall and held services in the basement of the present chapel, the name of the church being then changed to its present designation. On the 14th of November, 1880, the completed chapel was dedicated, Revs. Dr. Ganse, Nicolls,

Marquis, Rhodes, Brank, Brookes, Porteus, and Allen, in addition to the pastor, taking part in the exercises. The church lot is eighty by one hundred and eighteen feet in area. The basement, chapel, and furniture cost thirteen thousand dollars. The main edifice will occupy the corner of the lot, and will probably be built within the next two or three years. The number of communicants now connected with the church is about one hundred and twenty-five, and the Sunday-school has an enrolled attendance of about three hundred. Connected with the regular church organization are a Ladies' Missionary Society, a Children's Missionary Society, called "Seed-Sowers," a Young People's Prayer-Meeting, etc.

Westminster Presbyterian Church, southeast corner of Pestalozzi and James Streets, Rev. J. G. Reaser, pastor, was organized Dec. 31, 1873, by Revs. A. Van der Lippe and I. N. Cundall, and Elder J. E. Cowan, assisted by Rev. J. W. Allen. The congregation worshiped in rented rooms at No. 3500 Carondelet Avenue until their removal to their present church edifice, the corner-stone of which was laid Aug. 10, 1875. Rev. W. Howell Buchanan was the first pastor, the present incumbent succeeding him April 1, 1880. The building is of brick, about forty-five by seventy feet, and with the lot is valued at ten thousand dollars. The Sunday-school was organized Oct. 19, 1873, and is now attended by two hundred and twenty scholars. There are a Ladies' Aid Society and Young People's Society connected with the church. The congregation numbers two hundred and fifty persons, and the communicants one hundred and thirty. Since 1880 fifty-four new members have been added, and the attendance at worship has doubled.

South Presbyterian Church.—In 1868 a mission Sunday-school was established at No. 1322 South Second Street, and a chapel was erected, which is still used by the congregation. The church, now known as the South Presbyterian, Rev. H. B. Holmes, pastor, was organized in May, 1875. It is a chartered corporation and owns its chapel, which, however, occupies leased ground. The church has never had a regularly settled pastor, but has been supplied by several ministers, notably by Rev. James R. Dunn, who remained four and a half years, and the present minister, who has had charge nearly two years. A. S. Pettigrew, the leading elder of the society, has been from its inception the main prop of the struggling organization, defraying its expenses, paying the minister's salary, etc. The membership is reported at about sixty, and the Sunday-school is attended during the winter by from two hundred to two hundred and fifty scholars, and by half that number in summer.

The Second German Presbyterian Church, Grand Avenue and Thirteenth Street, Rev. Frederick Auf der Heide, pastor, was organized in 1876, and worships in a brick chapel. It reports a congregation of about thirty-six men, women, and children, a membership of twelve, and a Sunday-school enrollment of one hundred.

Lafayette Park Presbyterian Church (Lafayette Church), situated on Missouri Avenue, between Park and Lafayette Avenues, Rev. D. C. Marquis, D.D., pastor, was organized in 1878 as a colony from Walnut Street (now Washington and Compton Avenues) Church by one hundred of its members who lived too far from the parent church to attend its services. The congregation worships as yet in the lecture-room of its unfinished church, and numbers over six hundred members. The Park Avenue Presbyterian Church, organized as a colony from the Second Church, sold its property (now the Park Avenue Baptist Church) in 1867, and was merged into the Chouteau Avenue Church, worshipping at the northeast corner of Chouteau Avenue and Eleventh Street. The church building was erected in 1867. It was forty by seventy feet in size, built of brick, and very neat and attractive in appearance. Its seating capacity was about four hundred. Grace Church, organized in 1868 as a colony from the Second Church, was also consolidated with the Chouteau Avenue Church. In 1875 the property was sold to the B'nai El Hebrew congregation, and the society dissolved. Its members worshiped at different churches until the organization of the Lafayette Park Church, with which most of the members of the three short-lived churches became affiliated. The membership of this church numbers three hundred and three, and its Sunday-school six hundred scholars. Its expenditures for 1881 amounted to twenty thousand nine hundred and twenty-three dollars for congregational, and six hundred and ninety-seven dollars for benevolent uses. The main church building is in process of erection.

First German Presbyterian Church.—This church, situated at Autumn and Tenth Streets, Rev. Adalbert van der Lippe, pastor, was organized May 18, 1863, in the basement of the Second Presbyterian Church, on Fifth and Walnut Streets, where the Temple building now stands, by Rev. J. H. Brookes, Rev. W. H. Parks, and Elder A. G. Edwards. The congregation held its meetings at first in the South Mission Sabbath-school, on Marion and Ninth Streets. The corner-stone of the lecture-room of the present edifice was laid Oct. 14, 1866, and of the church itself March 1, 1871. The latter was dedicated Sept.

17, 1871. The first and only pastor was elected Oct. 23, 1863. A Ladies' Sewing Society was organized March 1, 1864, and a Young Men's Christian Association Oct. 1, 1872. The parish contains about fifty families and two hundred and seventy-five people. There are one hundred and twenty-five communicants. The Sunday-school has seventeen teachers and over one hundred and fifty scholars.

Memorial Tabernacle.—The Protestant Free School Association, composed mainly but not exclusively of Presbyterians, was organized in 1840, with five teachers and twenty scholars, Thomas F. Webb, superintendent, and met in a small frame house at Sixth and Carr Streets. From this germ sprang the Biddle Market Mission. In 1846, the owner of the land on which it stood having objected to its use, the building was placed on trucks and removed to a lot at Fourteenth and Carr Streets, belonging to Judge Carr, and was enlarged to a seating capacity of three hundred and fifty. On the 11th of July, 1848, Thomas Morrison was made superintendent, and under his zealous care the mission increased to such proportions that larger accommodations were rendered necessary, and Biddle Market Hall, Thirteenth and Biddle Streets, was secured for the use of the mission. The hall was enlarged and adapted to its new purpose at a cost of five thousand dollars. After the removal to this location the school continued to grow until the average attendance of scholars numbered one thousand. On the 12th of July, 1864, a congregation was organized by Rev. H. C. McCook, known as the "First Independent Church of St. Louis," the constituent members being, by certificate from other churches, Thomas Morrison, Mrs. Eliza Morrison, Jennie Morrison, J. Burt Turner, Mrs. Mary R. Turner, John Ifinger, Mrs. L. Becker, Mrs. M. Coburn, Elizabeth Ferguson, Mrs. A. Kelly, Mrs. S. McLean, Mrs. W. Noerr, Ann M. Palmer, Mattie Palmer, Mrs. J. L. Smith, Mrs. M. Urquhart; by profession of faith, Mrs. D. Dickinson, John D. Eves, Emma Fontanna, Frederick B. Haus, J. M. Key, Mary Lowney, Fannie Marsh, Allen A. Watkins, Mrs. Amanda McClure, Jennie McFadden, Frederick Plitsch, Mrs. Henrietta Plitsch, Mrs. Elizabeth Schott, John Wallace, Mrs. Catherine Wallace.

Mr. Morrison subsequently sold his dwelling-house for six thousand dollars, and having added two thousand dollars to this sum, purchased the lot at the northwest corner of Sixteenth and Carr Streets, on which the Tabernacle now stands. The corner-stone was laid about May, 1865, but after Mr. Morrison had expended thirty-seven thousand dollars in the erection of the building it was sold, while still unfin-

ished, under foreclosure of a mortgage, for twenty thousand dollars. At this juncture Carlos S. Greeley purchased the property from the mortgagee, and headed a subscription to finish the building. The congregation of the Second Presbyterian Church and others made up the remainder. On Sunday, Nov. 28, 1880, the Sunday-school met for the last time in Biddle Market Hall, and proceeded thence to the completed Tabernacle, where Mr. Greeley presented to the trustees of the mission a deed of gift of the property. Dr. Niccolls, of the Second Presbyterian Church, at the same time gave it its present name, in memory of the donor's deceased wife. It is, perhaps, the largest and finest building for Sunday-school purposes in the United States, and is modeled after the famous Spurgeon Tabernacle in London. The building is of brick, one hundred by sixty feet, and will seat two thousand people. The dimensions of the lot are one hundred by seventy-five feet, and the church property is valued at forty thousand dollars. The congregation comprises about one hundred families, with one hundred and fifty communicants, and the average attendance at the morning Sunday-school is one hundred and sixty, and that at the afternoon Biddle Market Mission from one thousand to twelve hundred. A Young People's Union meets every Monday evening, and a prayer-meeting is held every Friday evening. The pastors have been Revs. H. C. McCook, elected Feb. 28, 1865; Lemuel Jones, elected Nov. 7, 1865; — Gillum, date of election unknown; Dr. Langdon, elected in 1868; William Porteus, elected Jan. 1, 1869, and remained until July 1, 1881; and the present incumbent, Rev. William H. Clagett, who took charge July 1, 1881.

In addition to the foregoing, several mission Sunday-schools are conducted by the Presbyterians, notably the Kossuth Avenue Mission, two blocks west of the Fair Grounds, Henry A. Smith, superintendent, supported by the Second Presbyterian Church, where Rev. William Porteus, city missionary, holds Sunday services. The Bethel, at Main and Commercial Streets, where the Sunday-school is attended by twenty-two teachers and two hundred scholars, is largely supported by Presbyterians, and there are other missions at Souard Market and elsewhere.

The First United Presbyterian Church, situated at the northwest corner of Twentieth and Morgan Streets, was organized in March, 1840, and its first place of worship was at the southwest corner of Fifth and Pine Streets. The first church edifice, a brick structure of the Ionic order, fifty by seventy-five feet, with a seating capacity of five hundred, was erected about 1841 at the northeast corner of Fifth and

Locust Streets, and was subsequently sold to the Singer Sewing-Machine Company. The present church at Twentieth and Morgan Streets was erected in 1873, and is a handsome structure of brick, the dimensions of the lot being one hundred and five feet six inches by one hundred and forty-four feet seven inches. The total cost of the church property was fifty-five thousand dollars. There are seventy-five families connected with the church, embracing one hundred and eighty-six communicants, and the average attendance at Sunday-school is eighteen teachers and one hundred and seventy scholars. A Woman's Missionary Society and a Pastor's Aid Society are maintained by the congregation. Rev. John A. Wilson, appointed July 28, 1876, is the present pastor of the church, and his predecessors have been Revs. Henry M. Johnston, appointed in 1845; Thomas M. Cunningham, appointed Oct. 12, 1852; John McLean, appointed Sept. 30, 1857; James G. Armstrong, appointed Dec. 3, 1863; and Henry W. Crabb, appointed July 6, 1869.

In December, 1881, the church established a mission Sunday-school on Grand Avenue near Clark, in a building thirty-one by fifty-six feet, which is capable of seating two hundred and fifty persons. The average attendance is nine teachers and seventy scholars. The First United is the only congregation in the city connected with the United Presbyterian General Assembly of the United States, a large and influential body differing in minor matters of faith and forms of worship from other Presbyterians.

The Cumberland Presbyterians commenced work in St. Louis in 1848, an organization being effected by Rev. J. G. White, under appointment of the Board of Missions of the denomination. He was succeeded in 1860 by Rev. L. C. Ransom. The church building was situated at the corner of Eleventh and St. Charles Streets, but it passed out of the hands of the denomination during the war, and the congregation of about two hundred persons was dispersed. In 1866, under the leadership of Rev. F. M. Gilliam, a second effort was made to establish the church. A small congregation was gathered, and subsequently a consolidation was effected with a body of independents, who had built up a large Sunday-school, conducted by Thomas Morrison, at Biddle Market, making a membership of about one hundred and twenty-five. Mr. Gilliam was succeeded by Rev. W. L. Langdon. In 1868 the independent element, being in the majority, seceded and placed themselves under the control of the Northern Presbyterians. The building which had been occupied by the congregation was subsequently sold to pay a debt of twenty thousand dollars, and the Cumberland Presbyterians lost over eight thousand

dollars. The Northern Presbyterians still control the seceding congregation, which occupied the building now known as Memorial Tabernacle.

Lucas Avenue Cumberland Presbyterian Church.—In 1874 a third attempt on the part of the Board of Missions resulted in the organization of this church, with Rev. C. H. Bell as pastor. Friends of the enterprise in the city and surrounding country contributed seventeen thousand dollars, and the present lot, situated on Lucas Avenue, at the corner of Channing Avenue, was purchased and the building erected. The latter, all the property being free from debt, was consecrated Dec. 2, 1877. The organization, consisting of twenty-eight members, was perfected Feb. 6, 1878. Mr. Bell, owing to impaired health and the necessary duties of his office as president of the general Board of Missions, resigned the pastorate Feb. 1, 1881, and the Rev. W. H. Black was called in his place. The church is self-sustaining and prosperous, and the enrolled membership numbers eighty-eight. The pupils enrolled in the Sunday-school number one hundred and thirty-five.

First German Cumberland Presbyterian Church (Gethsemane Congregation).—This congregation was organized Dec. 13, 1857, in Biddle Market Hall, by its present pastor, the Rev. Frederick Lack. The first church building stood on the northwest corner of Fourteenth and Chambers Streets, and was dedicated Dec. 25, 1857. In August, 1866, the congregation removed to the northwest corner of Jefferson and Wash Streets, and erected a one-story brick building seating about three hundred persons. In August, 1879, having sold this property, the congregation established itself at the northeast corner of Sullivan Avenue and Twentieth Street. There are fifteen families in the parish and sixty regular communicants. The Sunday-school is attended by seven teachers and over one hundred pupils.

The Second German Cumberland Presbyterian Church.—This congregation, which worships at the southwest corner of Eighteenth and Montgomery Streets, was organized during the civil war. Rev. Charles Landel having been forced to leave his charge in the interior of the State, owing to the condition of affairs there, removed to St. Louis and established a school in the market-house at Eighteenth and Warren Streets, now the parochial school of the Catholic Church of the Sacred Heart. In 1867 he organized the present congregation. After a time the school was abandoned. The congregation is composed of about ten families, with eighteen regular communicants. The Sunday-school, which is

known as the Anchor Band of Hope, No. 5, is conducted by Messrs. Frederick Ingalls and H. Baker, with fifty scholars. Rev. William Goessling is pastor of the church.

Reformed Presbyterian Church.—This church, situated at the northwest corner of Twenty-first Street and Gamble Avenue, Rev. J. R. Hill, pastor, is the only representative in St. Louis of this wing of the denomination. The building, a two-story brick structure forty-five by ninety feet, was erected in 1854 and seated about three hundred and fifty persons. The Rev. Joseph McCracken was pastor of the church in 1868. The services are attended by about sixty men, women, and children, and the Sunday-school by about fifty scholars. The church also supports the McKee Mission, on New Manchester road, and a colored mission at Nineteenth and Morgan Streets, which is attended by eight teachers and one hundred and twenty-five pupils.

PROTESTANT EPISCOPAL CHURCHES.

Diocese of Missouri.—The first Protestant Episcopal parish organized west of the Mississippi River was founded by the Rev. John Ward, of Lexington, Ky., in the autumn of 1819. Mr. Ward arrived at St. Louis in the latter part of September, but having been prostrated by sickness was unable to officiate until some weeks later. In the *Missouri Gazette* of October 6th it was announced that Mr. Ward would preach at the Baptist Church on the following Sunday, but the first regular service was held on the 24th of October, in a one-story frame building on the southwest corner of Second and Walnut Streets, which was also occasionally used as a court-house and as a dancing-room. Mr. Ward officiated, and six persons composed his congregation, only two of whom are said to have been supplied with prayer-books and prepared to respond. These two individuals were James Clemens, Jr., and Joseph V. Garnier, both of whom were made members of the first vestry that was formed. This was the first public service by a clergyman of the Episcopal Church west of the Mississippi of which any record remains.

A subscription-paper, drawn up by Col. Thomas F. Riddick, and bearing date Nov. 1, 1819, was soon after circulated. It read as follows: "We, the undersigned, taking into view the great benefits that ourselves and our families would derive from the establishment of an Episcopal Church in the town of St. Louis, do hereby form ourselves into a congregation, and bind ourselves to pay over to such person or persons as shall be appointed by the vestry, hereafter to be chosen, all such sums of money as shall be found

opposite to our names, to be applied towards the support of the church for one year from this date." This document obtained forty-seven signatures. These, with the amount subscribed by each, were the following :

Thomas F. Riddick, \$100; S. Hammond, \$100; John Hall, \$100; A. Nelson, \$50; D. B. Hoffman, \$50; J. Clemens, Jr., \$100; F. Dent, \$50; Clement March, \$50; J. R. Ober, \$50; R. Wash, \$50; Wilson P. Hunt, \$50; William Rector, \$50; Henry Von Phul, \$50; William Stokes, \$50; J. V. Garnier, \$50; W. Christy, \$50; M. Wherry, \$15; R. H. Price, \$60; Theo. Hunt, \$50; A. Rutgers, \$50; D. C. Boss, \$30; W. Carr Lane, \$10; Abijah Hull, \$15; William S. Hamilton, \$25; Josiah Bright, \$25; J. W. Hoyt, \$10; Peter Ferguson, \$10; Rufus Pettibone, \$10; James Kennerly, \$25; John Nicholson, \$10; William H. Ashley, \$20; A. McNair, \$50; Thomas H. Benton, \$50; J. G. Lindell, \$10; A. V. Vaughan, \$10; H. L. Hoffman, \$10; Nathaniel Sandburn, \$5; James Loper, \$10; Joseph M. Yard, \$10; I. Eekstein, \$5; Theo. L. McGill, \$5; D. V. Walker, \$10; William Clark, \$34; B. G. Farrar, \$50; John O'Fallon, \$50; Elias Rector, \$20; Peter Haldeman, \$20.

Among these are many names that are prominent in the history of the city and State. The movement led to the organization of the parish of Christ Church, of which the Rev. Mr. Ward continued in charge a little over one year, after which, for several years only irregular services were held. In 1824-25, Rev. Thomas Horrell visited and held services in Madison, Washington, Jefferson, and Cape Girardeau Counties, and reported that "respectable congregations attended, and many came to partake of the sacraments." In December, 1825, he became rector of Christ Church. In 1831, Rev. L. H. Corson held services in Manchester and other places in St. Louis County, and reported that he had found a number of church people, and had baptized many children.

In 1835 the attention of the vestry of Christ Church was directed to the fact that the Rev. Jackson Kemper, of Connecticut, had been selected as the missionary Bishop of the Northwest, comprising the States of Missouri and Indiana, and as it seemed probable that St. Louis would be chosen as his place of residence, it was decided to call him to the rectorship of Christ Church. A call was therefore extended to him on the 20th of September, 1835, and he was consecrated bishop on the 25th of the same month. In their letter to Bishop White, of Pennsylvania, announcing the decision of the vestry with regard to Bishop Kemper, the wardens of Christ Church, Wilson P. Hunt and Christopher Saunderson, stated that they had invited the bishop to become their rector with the understanding that the General Missionary Society would furnish him an assistant minister. They requested that the Rev. Mr. Minard be appointed such assistant. This request was granted,

and Mr. Minard reached St. Louis a month in advance of Bishop Kemper. On the 5th of October, Messrs. Doan and English were appointed a committee to provide suitable lodgings for the accommodation of the rector and his assistant upon their arrival. Bishop Kemper, accompanied by his friend, the Rev. S. R. Johnson, started from Philadelphia on the 3d of November, and arrived in St. Louis some time in December. Soon after the bishop took charge of this portion of his extensive diocese services were begun at St. Charles, Boonville, Jefferson City, Fayette, Lexington, Palmyra, and Hannibal, in several of which places parishes were organized and clergymen settled. At a meeting of the vestry in 1838 a resolution was offered by Josiah Spalding to the effect that "the vestry highly appreciate the services of Bishop Kemper at the West, and particularly in this church, and that they should deeply regret his removal from this station should he accept of his appointment as Bishop of Maryland." Bishop Kemper remained at his post, but on the 21st of September, 1839, he tendered his resignation as rector of the parish in consequence of the pressure of his episcopal duties. This resignation was respectfully declined by the unanimous vote of the vestry. At this time a second parish (St. Paul's) had been established in St. Louis. On the 20th of April, 1840, Bishop Kemper renewed his resignation, which was accepted with expressions of regret by the vestry, who thanked him "for his unwearied endeavors to promote the welfare and prosperity of our parish in a season of much difficulty and embarrassment," and assured him "that as churchmen we do entertain the most lively sense of the self-denying devotedness of Bishop Kemper to the great cause of the church, and that with pleasure we do attest her gradual and effectual growth under his auspices." In March, 1840, just previous to Bishop Kemper's resignation, at an informal meeting of a few clergymen and laymen, it was determined to call a primary convention for the purpose of organizing the different parishes of the State into a regular diocese. On Monday, Nov. 16, 1840, the convention assembled at Christ Church. Bishop Kemper presided, and eight clergymen were reported as entitled to seats, all of whom were present. Four parishes were represented by lay delegates also,—Christ Church and St. Paul's, St. Louis; St. Paul's, Palmyra; and St. Paul's, St. Charles. At this time Grace Church, Jefferson City, and Christ Church, Boonville, were organized. A constitution and canons were adopted, and the diocese formally established.

Bishop Kemper continued to administer its affairs

until 1843. His duties had then become so extensive and burdensome that he was compelled to ask that a portion of the field be assigned to another. He proposed that the clergy of the diocese and the vestry of Christ Church should select a clergyman agreeable to them respectively as bishop and rector of the church, and then petition the General Convention to appoint him bishop for the diocese of Missouri. In accordance with this plan the Diocesan Convention which met at Christ Church parsonage Sept. 27, 1843, decided to recommend the Rev. C. S. Hawks, of Buffalo, N. Y., for bishop. Dr. Hawks, the first Bishop of Missouri, was consecrated Oct. 20, 1844. Having been elected rector of Christ Church, he assumed the pastorate in January, 1844, and continued to act as rector in addition to the exercises of his episcopal functions. Bishop Hawks remained in pastoral charge until Feb. 1, 1854. When he assumed charge of the diocese there were in the State only seven resident Episcopal clergymen and only three church buildings,—Christ and St. Paul in St. Louis, and one at Jefferson City. When Bishop Hawks died (April 19, 1868) there were in the diocese twenty-four clergymen canonically resident, nineteen church buildings, and six parsonages, and there had been confirmed during his episcopate three thousand and sixty-one persons. On May 29, 1868, the Diocesan Convention elected as bishop of the diocese Right Rev. D. S. Tuttle, D.D., then missionary Bishop of Montana, but he declined the office. At a special convention called Sept. 4, 1868, and held in St. George's Church, Rev. Charles F. Robertson, D.D., of New York, was elected. He was consecrated second Bishop of Missouri, Oct. 25, 1868, and officiated for the first time in the State in Christ Church, Nov. 8, 1868. There were at that time reported eighteen hundred communicants in the diocese. The years since have been marked by great vigor and growth. In the spring of 1869 was purchased, at a cost of about eighteen thousand dollars, the handsome episcopal residence at No. 2727 Chestnut Street. In 1882 there were sixty-five clergymen and nearly six thousand communicants in the diocese, seventy-one church buildings, and eleven rectories. There have been five thousand nine hundred and six confirmations. In St. Louis there are fifteen parishes and missions and fourteen church buildings. The church property in the diocese is valued at something more than one million dollars. During the last few years between two and three hundred thousand dollars of church debts have been paid off, and about one hundred thousand dollars are annually raised for church purposes. There are two general charitable institutions under the care of the church (both in St.

Louis),—the Orphans' Home and St. Luke's Hospital; there are also the School of the Good Shepherd for girls in St. Louis, and St. Paul's College, Palmyra. The latter owed its origin to George R. H. Clark, a parishioner of Christ Church, who in 1844 presented to the diocese three hundred and thirty-three acres of land in Montgomery County, Mo., for the purpose of establishing a mission, which was named after the father of the donor, "The Governor Clark Mission." A mission school was established in 1848, and was subsequently transformed into St. Paul's College. During the civil war (in 1862) the college passed out of the hands of the diocese, but was repurchased by the church authorities in 1869, and the preparatory department was carried on until 1879, when the school was sold, to be continued as a private enterprise. St. James' Academy, Macon, established in 1876 by the Rev. Ethelbert Talbot, is also conducted under church auspices, and there are several parochial schools.

Jackson Kemper, D.D., was the first missionary bishop of the Protestant Episcopal Church. He was born in Pleasant Valley, Dutchess Co., N. Y., Dec. 24, 1789, and died at Delafield, Waukesha Co., Wis., May 24, 1870. He was ordained deacon in 1811, and priest in 1812. For twenty years after his ordination he labored in the ministry in Philadelphia, but subsequently removed to Connecticut, and while rector of a church at Norwalk, in that State, was consecrated (Sept. 25, 1835) missionary Bishop of the Northwest (Missouri and Indiana). For many years he resided at St. Louis, acting until April 20, 1840, as rector of Christ Church, but his diocesan charge having developed more rapidly than was expected, he requested the Diocesan Convention to relieve him by the erection of Missouri into a separate See and the appointment of another bishop. Accordingly on the 27th of September, 1843, the convention of the diocese determined to request the General Convention, "by and with the consent of the Right Rev. Jackson Kemper, D.D., to appoint a bishop for the diocese of Missouri." This request was granted, and the Rev. Cicero S. Hawks, of Buffalo, N. Y., as heretofore stated, was appointed bishop. After Bishop Hawks took charge of the diocese Bishop Kemper was transferred to the missionary See comprised in the States of Wisconsin, Iowa, Minnesota, Kansas, and Nebraska. In 1854 he was elected Bishop of Wisconsin, and in 1863 he attended the General Council of bishops in London.

Rev. Cicero S. Hawks, D.D., first Bishop of Missouri, was born in Newbern, N. C., May 26, 1812, and was the youngest of nine children. He graduated from the University of North Carolina with the de-

gree of A.B., and studied law in Newbern, and later in New York, but decided to abandon the law and enter the ministry. He studied theology under his celebrated brother, Rev. Dr. F. L. Hawks, of New York; was ordained deacon in December, 1834, by Right Rev. B. T. Onderdonk, D.D., Bishop of New York; was soon after ordained priest by the same bishop, and was appointed rector of Saugerties parish, Ulster Co., N. Y., where he remained two years. He was next rector of Trinity Church, Buffalo, until December, 1843. On Sept. 27, 1843, the convention assembled in Christ Church parsonage, St. Louis (Bishop Kemper, of Missouri and Indiana, presiding), adopted resolutions asking the General Convention to give Missouri a bishop. It was also decided that the following communication should be addressed to Bishop Kemper, and signed by all the clerical and lay delegates present: "We, the undersigned, members of the convention of the diocese of Missouri, take the liberty of making known to you our preference for the Rev. Cicero S. Hawks, rector of Trinity Church, Buffalo, N. Y., as bishop of the said diocese, and request that you will inform the General Convention that he, the said Cicero S. Hawks, is one whom the said diocese would prefer for that office."

This action was taken in the convention in answer to a communication from the vestry of Christ Church, presented by Alexander Hamilton, which read as follows:

"Resolved, That, as a measure of expediency, and one which is highly desirable under the peculiar circumstances in which this church and the diocese are at present situated, we, the vestry of Christ Church, are perfectly willing, and do hereby consent to call as rector thereof the Rev. Cicero S. Hawks, of Buffalo, N. Y., provided, however, that the convention of this diocese, now in session, shall unite in procuring or applying for his appointment to the episcopate thereof, under the canon for that purpose, Sec. 1, Can. 1, of 1833."

Accordingly, Dr. Hawks assumed the rectorship of Christ Church on Jan. 1, 1844, and at the next meeting of the General Convention was consecrated and appointed Bishop of Missouri, Oct. 20, 1844.

In his first report to the convention Bishop Hawks said,—

"I took charge of this parish on the 1st of January, 1844, and found it in a sad condition. . . . It was at that time embarrassed with a debt of seventeen thousand dollars. I thank God that the parish has been able and willing to liquidate a large portion of this debt. My trust is that before winter the amount of our indebtedness may not exceed five thousand dollars."

As early as 1847 measures were taken in the convention to relieve the bishop from a parochial charge,

and in answer to a communication from the standing committee of the diocese it was, on the part of the vestry of Christ Church,

"Resolved, That the vestry of this church will pay for the current year for the support of the Bishop of Missouri the sum of fifty dollars; and the members of this vestry will, as members of Christ Church, use their influence to have the same sum paid annually by this church until sufficient money can be raised by other means for the support of the bishop of this diocese. This resolution to take effect when the bishop ceases to be rector of Christ Church."

It was found, however, in the weak state of the diocese, utterly impossible to raise any sufficient amount for the bishop's support.

In 1867, Bishop Hawks experienced the first shock of the disease which, in the year following, proved fatal. On April 5, 1868, he attended public worship for the last time, and was present in the chancel of Christ Church while Bishop Vail, of Kansas, then on a visit, administered confirmation, but he took no part in the service. His last attack occurred on Saturday evening, April 18th, from which time he was unconscious till he died, at 6.30 P.M. on Sunday, April 19, 1868. On the 23d the remains were taken to Christ Church, where they lay in state until the following day, when the funeral services were held. Bishops Whitehouse, Lee, and Vail officiated, and Bishop Whitehouse pronounced the funeral discourse. The standing committee were present as mourners, and the remaining clergy of the diocese as honorary pallbearers.

In February, 1835, Dr. Hawks married his first wife, a Miss Jones, of Hillsboro', N. C., by whom he had one daughter. This lady died in July, 1855, and her child, Isabel, died in June, 1864. The bishop's second wife was Ada, daughter of Judge Abiel Leonard, of Howard County, who survived him with two children. In 1849, during the cholera scourge in St. Louis, the parishioners of Christ Church, appreciating his self-sacrificing services, presented him with three thousand dollars in money, and afterwards on the same account the property on Paul Street where he lived.

Bishop Hawks was a man of recognized learning and piety, and one of the ablest administrators of his period in the Protestant Episcopal Church. As a preacher he was greatly admired, and in private life was extremely popular. Besides furnishing reviews and contributions to various periodicals, he edited the "Boys and Girls Library" of the Messrs. Harper, of New York, and the "Library for My Young Countrymen," published by Appleton & Co., the latter including "Uncle Phelps' Conversations for the Young," several volumes of which were from his pen, as was



C. J. Robertson

also the little work "Friday Christian, or the First-Born of Pitcairn's Island." In announcing his death the *St. Louis Republican* said,—

"He was counted among the most eloquent divines in a church which has been served by many accomplished pulpit orators. Under his supervision the Episcopal Church in Missouri grew to large proportions in members and wealth. He was a faithful bishop, who imitated the great apostle in taking upon his shoulders the 'care of all the churches.' His devotion to the interests of the Episcopal Church was earnest and laborious. Yet his spirit was altogether catholic, and the prosperity of true religion in all denominations was to him a cause of rejoicing. The clergy of St. Louis of every name always found him fraternal, and a ready co-operator in all works which appealed to general Christian benevolence for support. In personal intercourse, Bishop Hawks was marked by much of amiability and genial sociability. His friendships were numerous and warm, both within and without the limits of his own ecclesiastical connections. The intelligence of his death will be received with sorrowful surprise in many churches and in many households throughout the State, and his memory will be cherished in the Christian Church in Missouri as that of one whose life was filled up with full measures of usefulness, and in earnest efforts to promote the public welfare by the dissemination of the principles of Christian morality and religion."

Right Rev. Charles F. Robertson, D.D., second bishop of the diocese of Missouri, was born in New York City on the 2d of March, 1835. His family had for generations lived in that city. He was educated in private schools, and it was at first intended that he should follow his father in mercantile pursuits, in which in fact for several years he was engaged. He entered Yale College, however, in his twentieth year, with a view to preparing for holy orders in the church, and graduated with honors in 1859. He immediately thereupon entered the General Theological Seminary of the Protestant Episcopal Church in New York, was graduated, and ordained in June, 1862.

He at once assumed the rectorship of St. Mark's Church, Malone, N. Y., which position he retained, although frequently solicited to remove to larger parishes, until Sept. 1, 1868, when he entered upon the rectorship of St. James' Church, Batavia, N. Y. Four days after this he was elected by the convention of the diocese of Missouri to its vacant episcopate.

Dr. Robertson was consecrated Oct. 25, 1868, in Grace Church, New York, and was at that time one of the youngest of the diocesan bishops in the church. With perfect health and strong physical powers, he entered immediately upon a vigorous exercise of his office. He arrived in St. Louis early in November, and preached his first sermon in Christ Church on the 8th of that month. He preached on the afternoon of the same day at Trinity Church, and in the evening at St. George's.

During Bishop Robertson's administration of the diocese of Missouri the growth of the church throughout the State has been very great. While only eighteen clergymen joined in his election, there are now over sixty clergymen connected with the diocese. Over seventy churches have been built. The parishes, which were nearly overwhelmed with hundreds of thousands of dollars of debt ten years ago, are now almost entirely free from incumbrance. The number of communicants has multiplied threefold. In St. Louis, while in 1868 there were only five parishes, now there are fifteen churches and missions where services are steadily held.

He received his doctor's degree from Columbia College, New York. He was married in 1865 to Miss Rebecca Duane, whose great-grandfather was the first mayor of New York after the Revolution, and one of the few lay members of the convention which organized the Episcopal Church in this country in 1784.

Bishop Robertson is connected officially with many general institutions of the church, and is president of the board of trustees of Nashotah Theological Seminary in Wisconsin. He is also a member of the Missouri Historical Society and the Social Science Association, is corresponding secretary for Missouri of the National Conference of Charities and Corrections, and is interested in many other local objects, besides being head of all the educational and charitable institutions of the church in his diocese. His home is at the episcopal residence in St. Louis.

Christ Protestant Episcopal Church is situated at the southeast corner of Thirteenth and Locust Streets. Rev. Montgomery Schuyler, D.D., is the rector. Christ parish is the mother parish of the Protestant Episcopal Church in St. Louis. It was organized Nov. 1, 1819, the forty-three signers of the articles of association being Thomas F. Riddick, F. Dent, Abijah Hull, William Stokes, J. V. Garnier, A. Rutgers, M. Wherry, Henry Von Phul, D. B. Hoffman, Edw. Horrocks, Wilson P. Hunt, Robert Wash, H. L. Hoffman, William T. Hamilton, Joseph Charles, R. Dean, Jr., J. Clemens, Jr., A. J. Bruce, Risdon H. Price, James Kennerley, Robert Jones, S. Hammond, John Stimpson, W. Christy, James Loper, Thompson P. Williams, Clement March, J. R. Ober, Theodore Hunt, William Carr Lane, A. Nelson, William Rector, Robert Bailey, Charles Gulager, Daniel C. Boss, J. McGunnege, A. Brown, Josiah Bright, J. W. Hoyt, Peter Ferguson, Rufus Pettibone, John Nicholson, William H. Ashley. The original document and the original subscription-list are both preserved in the pastor's study as valuable historical

relics. The first vestry, elected Dec. 6, 1819, was composed of Thomas F. Riddick and Wilson P. Hunt, wardens; Samuel Hammond, Henry Von Phul, James Kennerly, James Clemens, Jr., William Stokes, Joseph V. Garnier, A. Rutgers, and Frederick Dent. The first meeting of the vestry was held Jan. 10, 1820, on which occasion Rev. John Ward, of Lexington, Ky., was called to the rectorship at a salary of one thousand dollars per annum, to date from November 1st previous. He remained until April, 1821, and then returned to Lexington, where, with his wife, he conducted a young ladies' seminary with great success. He died at Lexington in his eighty-first year, and was buried May 3, 1860. The infant parish had worshiped in a one-story frame building on the southwest corner of Second and Walnut Streets, which, known as "the long building," had been used for various purposes, among others as a blacksmith-shop, and which it had suitably fitted up; but on being abandoned by its pastor, Mr. Ward, the congregation became disorganized, and on Aug. 21, 1821, formally surrendered its place of meeting, and sold its pulpit, desk, and pews to the Methodist Society. During nearly four years no Protestant Episcopal service was held in St. Louis, save on the occasion of chance visits of clergymen from abroad.

Among those who thus officiated was the Rev. Amos Baldwin, of Western New York. In the fall of 1825, Rev. Thomas Horrell,¹ of Virginia, who had been engaged in missionary work in various parts of Missouri, visited St. Louis, and collected the scattered elements of the parish. A new vestry was elected Dec. 2, 1825, and on Jan. 31, 1826, an arrangement was effected for holding services alternately with the Methodists in their meeting-house, and afterwards occasionally also in the Baptist Church, corner of Third and Market Streets. About this time James Clemens, Jr., at the request of the parishioners, made a journey to the Eastern States with the view of collecting the means for the erection of a church. He called upon Bishop White, in Philadelphia, but the bishop's response to his appeal was so discouraging that he made no further effort. On the 24th of June, 1826, it was decided to purchase a lot for four hundred dollars from Messrs. Lucas & Hunt, on the corner of Third and Chestnut Streets, to contract with

Messrs. Laveille & Meriton for the erection upon it of a church building, and to invite Mr. Horrell to become permanently rector of the parish. The building cost about seven thousand dollars, and was completed in 1829. It is described as having been "a neat little edifice in the centre of the city, but looking more like an academy than a church, having forty-eight pews capable of seating two hundred and fifty persons, with a gallery at one end, in which is a most excellent organ." It is recorded that to the liberality of James Clemens, Jr., and to the pecuniary sacrifices of the rector the erection of the building was mainly due. On the 10th of November, 1829, William H. Ashley, H. L. Hoffmann, and Thomas Biddle, a committee of the vestry, announced that they would "offer for sale on Thursday morning at ten o'clock, on the premises, the pews in the Episcopal Church of St. Louis, at the corner of Chestnut and Third. The church, which is handsomely finished, will be opened on that day, and the terms of sale then made known." This is believed to have been the first Protestant Episcopal Church erected west of the Mississippi.

Mr. Horrell resigned March 22, 1831. Rev. Mr. Davis, a school-teacher, was called April 25, 1831, and served three months. Rev. L. H. Corson, deacon and missionary, served about one year. Up to the expiration of Mr. Corson's term of service there had been no parish register, and no record of baptisms, marriages, or funerals. In a letter of the vestry dated March 3, 1832, to Rev. N. H. Cobb, afterwards Bishop of Alabama, inviting him to the rectorship of the church, it was stated that there were at that time about thirty communicants.

On the 4th of September, 1832, the Rev. William Chaderton,² of Philadelphia, was called to the rectorship. He at once opened a parish register in

² William Chaderton was born in the island of Barbadoes in 1788, was graduated at the University of Edinburgh, Scotland, and was ordained deacon in 1813, and soon after priest. He returned to the West Indies, and held appointments successively in the islands of Antigua and Tortosa, then came to the United States, and was for a time assistant to Bishop White, of Philadelphia. He became rector of Christ Church, St. Louis, in October, 1832, resigned June 8, 1835, went to Northampton, Mass., and towards the close of 1836 was appointed by the Bishop of Montreal to the chaplaincy of St. Peter's in Quebec, where he died July 15, 1847. He was a man of rare zeal and devotion, but also of an equally rare, almost morbid, sensitiveness of conscience. He was obliged to leave the Danish island of Santa Cruz because he refused to accept unworthy persons as sponsors, preferring to wander as a poor missionary in a strange land. He also left Christ Church in St. Louis because he feared his ministrations were not productive of sufficient results, although the vestry were satisfied with him, his parishioners loved him, and he had infused new life into the parish and increased the number of its communicants from thirty to seventy.

¹ Thomas Horrell was born in Calvert County, Md., Sept. 19, 1789, was educated at Charlotte Hall, and entered the ministry at the age of twenty-five years. He served as a minister in Maryland and Virginia, removed to Jackson, Mo., in 1824, and thence to St. Louis in 1825. He removed to Cincinnati, Ohio, in 1831, and afterwards to Columbia, Tenn., returned to St. Louis in 1842, and died there in February, 1850.

proper form, and made suitable records of all his official acts. Mr. Chaderton entered upon the discharge of his duties in October, 1832, and resigned June 8, 1835. The prospects of the parish must have greatly improved under Mr. Chaderton's rectorship, for at a meeting of the vestry in 1833 a proposition was made to enlarge the church, though at the time there was a debt of some three thousand five hundred dollars existing against it. When Mr. Chaderton resigned he left "the State of Missouri with only one organized Protestant Episcopal parish, one church built, and no officiating clergyman,—not a very large result for sixteen years of growth."

Right Rev. Jackson Kemper, D.D., missionary bishop-elect of Missouri and Indiana, was called Sept. 20, 1835, and began his pastorate in December following, with Rev. P. R. Minard as assistant, who began one month before the bishop. In May, 1836, Mr. Minard made the following report to Bishop Kemper :

"Upon my arrival, in November last, I found a church edifice, neat in appearance, but more like an academy than a house of public worship, capable of containing about two hundred and fifty persons. It was well furnished, and contained a small but fine-toned organ. The church had been built for about six thousand dollars, for one of which the vestry are still in debt. On the parish register, which I found in good order, there were forty-five communicants who could be found. There were enrolled as belonging to the congregation in all one hundred and ninety persons. A Sunday-school had been continued until I arrived. The first day it was visited by me it contained eighteen scholars. The average attendance at that time was from twenty to thirty. Our school now has a constant attendance of sixty or seventy. The church now contains forty-eight pews, and it is the opinion of the vestry that fifty more could be let if they had them. For this reason the vestry have determined to build a larger house, and already think they have the means within their control. They intend to build a house about sixty by ninety, with a gallery, in a part of which the negroes can be accommodated."

Mr. Minard resigned in February, 1839, to take temporary charge of Kemper College.

He was assistant in the parish for a period of about three and a half years, and during his ministry the register shows one hundred and thirty-nine baptisms, thirty-nine marriages, fifty-seven burials, and sixty-three confirmations.

The Rev. W. G. Heyer succeeded him, and remained but for a period of about six months, during which time there were twelve baptisms, five marriages, and twenty-three burials.

The Rev. F. F. Peake succeeded the Rev. W. G. Heyer, and for six months officiated in the capacity of assistant, during which time there were twenty-one baptisms, six marriages, twenty-two burials, and twenty-five confirmations.

Bishop Kemper resigned on the 20th of April,

1840, having served the parish as rector for four years and a half, giving to it as much time as his arduous duties as missionary bishop "of two States, two Territories, with a large portion of the Indian country," would allow. On several occasions the vestry gave expression to their gratitude to his "very useful and indefatigable service," and the generous sacrifices made from time to time in their behalf, having refused all remuneration from the parish, and giving to his assistant the full salary pledged to the rector.

Rev. F. F. Peake,¹ who had succeeded Rev. Mr. Minard as assistant to the bishop, was called to the rectorship Aug. 19, 1840. He began his pastorate September 5th following, and resigned Oct. 27, 1842. During his incumbency of the parish there were ten baptisms, thirty-two marriages, thirty-seven burials, and twenty-eight confirmations.

Rev. E. C. Hutchinson, D.D., was called Oct. 31, 1842, but declined, his friends being unwilling that he should leave Kemper College, of which he was president. Bishop Kemper resumed charge until March, 1843, when Rev. Mr. Horrell returned, and served until Jan. 1, 1844, when Rev. Cicero S. Hawks, of Buffalo, N. Y., who had been called to the rectorship Sept. 27, 1843, took charge. Bishop Hawks had as assistants Rev. Charles Tomes, for nearly a year from January, 1848, and Rev. William A. Leach, called in the fall of 1849, and resigned November, 1851, to become rector of St. Paul's. Bishop Hawks resigned the rectorship Nov. 30, 1853, to take effect Feb. 1, 1854, and the parish pledged itself to contribute a sufficient sum annually for five years to secure him a salary of two thousand five hundred dollars. Rev. D. G. Estes next served until Easter, and Rev. Mr. Harrison for a short time after. Then the church and parsonage were closed some months for repairs, and on Oct. 1, 1854, Rev. Montgomery Schuyler, D.D.,² took charge of the parish. He

¹ F. F. Peake graduated at the Protestant Episcopal General Theological Seminary, New York, in 1836, and the same year went as missionary to Boonville, Mo., whence he was called to the rectorship of Christ Church in 1840. From St. Louis he went to Pensacola, Fla., where he built up a flourishing parish and established the West Florida Collegiate Institute. He died of consumption in 1846.

² Montgomery Schuyler was born in New York City, Jan. 9, 1814. He is descended of old Dutch stock, his remote ancestor, Philip Pieterse Van Schuyler, having come from Holland soon after the establishment of the Dutch colony on the Hudson, and settled at where is now the city of Albany. "The Flats," first occupied by him, is still in the possession of the family, one of the oldest homesteads in the country. The present Dr. Schuyler entered Geneva (now Hobart) College, but was graduated at Union College, Schenectady, in 1834, after which he

has had as assistants Rev. D. W. C. Loop, appointed in 1856; Rev. T. I. Holcombe, deacon, from June 28, 1858, till Oct. 1, 1859, when he went as missionary to Springfield, Mo.; and Rev. W. W. Silvester, who still fills the position.

The church, which had been built in 1829, was consecrated May 25, 1834, by Right Rev. B. B. Smith, Bishop of Kentucky, this being the first visit to St. Louis of a bishop of the Protestant Episcopal Church, and the first occasion on which the rite of confirmation was administered by a Protestant Episcopal bishop in Missouri. In May, 1836, the parish (after sixteen years of growth) numbered only one hundred and ninety persons in the congregation, forty communicants, and from sixty to seventy children in the Sunday-school. On the 29th of June of that year it was decided to erect a new and larger building, sixty by ninety feet. A lot at the corner of Fifth and Chestnut Streets, eighty-five by one hundred and thirty-five feet, was purchased for ten thousand two hundred dollars (one hundred and twenty dollars per foot), and the old building and lot were sold to the Baptist Society for twelve thousand dollars, possession to be given in a year's time. The basement of the new building was occupied in March, 1838, and the completed edifice was consecrated by Bishop Kemper on the 17th of February, 1839. Josiah Spalding, on behalf of the wardens and vestry, read and presented to the bishop the instrument of donation. The sentence of consecration was read by the Rev. P. R. Minard. There were present of the clergy, be-

studied law for two years, then turned his attention to theology, and entered the ministry in 1841. He was for three years rector of Trinity Church, Marshall, Mich.; for a year and a half rector of Grace Church, Lyons, N. Y.; for nearly ten years rector of St. John's Church, Buffalo, N. Y.; and has been for over twenty-eight years rector of Christ Church, St. Louis. He has been twice married, first in 1843 and again in 1854, and has a large family. A son, Rev. Louis S. Schuyler, died in 1879, at the age of twenty-seven, a self-devoted victim of yellow fever, in Memphis, whither he had voluntarily hastened in response to the cry for ministerial help, dying as he had lived, a hero in the cause of religion and a martyr to his own zeal. During the civil war Dr. Schuyler promptly espoused the cause of the Union, in the face of unpopularity and the desertion of friends, ministering to the sick and wounded in the military hospitals, when such ministrations were regarded as evidences of antagonism to the South and resented as such by Southern sympathizers; but when Confederate soldiers began to fill the hospitals and prisons and Dr. Schuyler was found to be as zealous in his ministrations to them as to those of the Union armies, the nobility of his character began to be appreciated and the clouds of unpopularity broke away. During his pastorate in St. Louis he has been several times called to other fields and twice back to his old parish in Buffalo, but has always declined to abandon his post. There is probably to-day in St. Louis no pastor more thoroughly venerated or beloved by his congregation.

sides the bishop and his assistants, the Rev. Messrs. Dresser, of Springfield; Darrow, of Collinsville; and Homan, of Kemper College.

The church it had been estimated would not cost more than \$40,000, but when all the claims had been presented the aggregate was swelled to \$70,000, leaving the parish \$20,000 in debt. On the day following that of the consecration (Monday) the pews were sold. The building is described by Rev. Dr. Schuyler as being "a nondescript, of which nothing can be said save that it furnished uncomfortable sittings for about six hundred people."

At the time of the completion of the church the wardens were Wilson P. Hunt and H. L. Hoffman, and the vestrymen were J. P. Doan, Daniel Hough, H. Von Phul, Edward Tracy, Asa Wilgus, R. M. Strother, A. Hamilton, H. S. Coxe, and Josiah Spalding.

In March, 1839, Bishop Kemper announced that a body of Lutherans who had been persecuted by the government of Saxony, and who had arrived in St. Louis about three months before, desired to hold services in the church, and that he had granted their request. This congregation continued to worship in the basement of the church until 1842.

In the autumn of 1839 a burial-ground was purchased for the use of the parish for the sum of three thousand dollars, and steps were taken for laying out and ornamenting the grounds. In the fall of 1848 the church edifice was repaired at a cost of about five thousand dollars, and the church was closed for four months. In September of the same year a handsome marble font was presented to the church by Hon. L. M. Kennett.

On the 9th of May, 1853, a committee was appointed to inquire where a new church lot could be bought, and for what the old could be sold, but no further action was taken until March 12, 1859, when the building and lot on Fifth Street were sold to Messrs. Crow & McCreery for eighty thousand dollars, with the condition that the consecrated walls should never be applied to any secular use, but should be at once torn down. The amount of the original purchase by the parish in 1836 was ten thousand two hundred dollars. On April 10, 1859, the present lot, one hundred and seventy-five feet on Locust Street by one hundred and six feet four inches on Thirteenth Street, was bought of James H. Lucas for forty-three thousand seven hundred and fifty dollars. The plans for the new building furnished by Leopold Eidlitz, of New York, were adopted July 11, 1859, and contracts were given out and work at once begun. The estimated cost was one hundred and twenty-five thousand

dollars. The last service in the old church was held Jan. 22, 1860. During the interval, before the completion of the new church, service was held at Mercantile Library Hall, until April 7, 1861, when the congregation united for worship with that of St. Paul's Church, which was then without a rector.

The corner-stone of the new edifice was laid April 22, 1860. Bishop Hawks conducted the ceremonies, assisted by Rev. Montgomery Schuyler, D.D., rector of Christ Church; Rev. F. J. Clere, of Grace Church; Rev. E. F. Berkley, of St. George's Church; Rev. John Coleman, D.D., of St. John's Church; Rev. R. E. Terry, of St. Paul's Church; and Rev. E. C. Hutchison, of Trinity Church. Among the contents of the corner-stone were those which had been deposited in the corner-stone of the old church. After the usual ceremonies, Bishop Hawks delivered an address. The chapel was completed early in May, 1862, but owing to the delays and embarrassments caused by the civil war the main building was not finished until five years later. The walls had progressed to the height of some ten feet, and it was hoped that they would be ready for the roof by July, 1861, but when the approach of winter necessitated a stoppage of the work, it was found that the funds had been exhausted. On the 4th of December, 1861, a resolution was passed by the vestry directing the building committee to notify the contractors to proceed no further with the main body of the church, and to cancel the contracts, if possible. Towards the close of 1861 it was decided that a strenuous effort should be made to complete the chapel, and mainly through the exertions of Alfred Mackey, secretary of the vestry, this work was accomplished in the spring of 1862. It was estimated that sixty-five thousand dollars would be needed to put the main building in condition for worship, and on the 8th of February, 1864, thirteen thousand dollars of the fifteen thousand dollars required to make up this sum was pledged by members of the congregation. Early in the spring of 1864 work on the walls was resumed. It soon became evident that more money would be required, and in the following autumn a fair was held, which realized the sum of ten thousand and twenty-five dollars. On the 22d of February, 1866, a parish-meeting was held to consult upon the best plan for raising funds to complete the church. According to the estimate of the architect \$40,120.50 would be required. It was agreed by the meeting that the vestry should be empowered to mortgage the property of the church for a sum sufficient to finish and furnish the building. On the 14th of May, 1866, another parish-meeting was held for the purpose of organizing as a religious corpora-

tion under the State Constitution. Articles of association were adopted, and it was agreed to borrow the sum of fifty thousand dollars to complete the church. After several failures the loan was negotiated, and the work went on. The contributions to the building fund on Easter-day, 1867, amounted to twenty-one thousand five hundred and forty-seven dollars, and the construction of the edifice was now pushed more rapidly. In June, 1867, a proposition was made by Davis and Ritchie to erect galleries in the north and south transepts, on the condition that they should receive the proceeds of the sale of these pews and their rental for two years, the rental after that period to revert to the church. The sum of five thousand four hundred and fifty dollars was also realized in the presentation to the church by different individuals of twenty memorial windows. The church was first used for public worship on Christmas-day, 1867. During the interval the congregation had worshiped in the chapel, which was itself a church of moderate dimensions, and had been built as nearly as possible in accordance with the original plans. It was of the Gothic style of architecture, and its interior finish was elegant and beautiful.

In its completed form, Christ Church is undoubtedly one of the noblest edifices of its kind in the country. The architecture is Gothic, of the ornate early English style, and the arrangement is that of a nave and aisles. The nave is one hundred and twenty-six feet long, thirty-six feet wide, and ninety-three feet high, twenty-five feet higher than that of Trinity Church, and only ten feet lower than that of Westminster Abbey. The north and south aisles are each sixty-eight by fourteen feet wide, and the north and south transepts each eighteen by thirty-six feet. The chancel is thirty-five feet deep by thirty-seven and a half feet wide, and is separated from the nave by a handsome arch. The total interior length is one hundred and sixty-one feet. At the north side is a vestry-room, into which a door opens from the chancel, and above the vestry-room there is a rector's study. A gallery is placed across the north and south transepts, and also at the west end of the nave, where the organ is situated. At the northwest corner of the building is the tower, as yet uncompleted. The structure is built in the most substantial manner throughout. All the stone used in the building is the Illinois sandstone. The roof of the nave and chancel is open-timbered, massive in its framing and mouldings, and richly decorated. The uncompleted tower is to be one hundred and fifty feet high without spire, and handsomely ornamented. A stone porch and flying buttresses are also yet to be built. The walls and buttresses, and the mullions and tracery of the win-

dows, are all of stone. The heavy stone arches of the chancel, transepts, and nave rest on four columns four feet in diameter, octagonal in shape and without capitals, a feature which adds to their apparent height and the grace of the arches. The lofty clear-story is supported by octagonal pillars two feet ten inches in diameter. The seating capacity (including the transept galleries) is fifteen hundred. The chapel attached will seat three hundred persons, and has connected with it rooms for Sunday-school, library, ladies' charitable meetings, choir rehearsals, and social gatherings. The windows of the church and chapel are of stained glass, and the pews and interior fittings throughout are of black walnut. The pulpit is octagonal and of handsome design, as are also the altar, chancel rail, stalls, and prayer-desks. The edifice cost two hundred and thirty-five thousand dollars, and is unequalled in the city, and almost in the United States, for the massive grandeur of its interior. The rector reported during 1882 four hundred and thirty-four communicants, and an attendance at Sunday-school of two hundred and thirty-nine scholars.

The congregation of Christ Church celebrated the semi-centennial anniversary of its organization on the 1st of November, 1869. The sermon was preached by the rector, Rev. Dr. Schuyler.

St. Paul's Protestant Episcopal Church was the second Episcopal congregation established in St. Louis. On the 5th of November, 1839, a preliminary meeting was held in the basement of Christ Church, at which Bishop Kemper presided, to take into consideration the expediency of establishing a new parish. It was decided that such action was expedient, and a committee of thirteen of the leading members of Christ Church was appointed to co-operate with the Rev. Mr. Minard in carrying the resolution into effect. The movement was regarded as being of a missionary character, and the church was usually spoken of as the Mission Church. St. Paul's Church was organized, and the first vestry were elected on the 20th of April, 1840. Its first rector was the Rev. Peter R. Minard, previously assistant at Christ Church, whose pastorate lasted from 1840 to 1846. Mr. Minard's successors were William B. Corbyn, 1846-48; David P. Sanford, 1850-51; William A. Leach, 1851-54; D. Gordon Estes, 1854-55; R. E. Terry, 1856-60. During Mr. Terry's pastorate a new church edifice was consecrated. The congregation had worshiped since its organization in a building at the corner of Fifth and Wash Streets, for which five thousand dollars was paid, but in 1856 this property was sold, and in the following year lots were purchased at the southwest corner of Olive and Seventeenth Streets. On this

site a church and rectory were built at a cost of sixty-four thousand dollars, the work of construction having been begun in March, 1857, and the corner-stone laid, Bishop Hawks officiating, May 10, 1857. The church was finished and consecrated on the 19th of June, 1859. Dr. Hawks began the service by reciting the 24th Psalm, and was followed by the Rev. Mr. Clerc, of Grace Church, who read the usual form of request for consecration. The rector, Rev. Mr. Terry, read the sentence of consecration, and Rev. Mr. Weller, of Jefferson City, and Rev. Mr. Dunn, of Hannibal, read the prayers. The lessons were read by the Rev. Mr. Clerc, of Grace Church. Bishop Hawks preached the consecration sermon, after which the communion was celebrated. The location of the church was at that time more westerly than that of any other Protestant Church in the city. It was of Gothic architecture, with a front of sixty feet and a depth of one hundred and twenty feet. The tower rose to a height of eighty feet, and the front elevation was fifty feet from the pavement. An organ "of the workmanship of Messrs. Pilcher & Brother," of St. Louis, was placed in the building.

Rev. R. E. Terry, rector of the church, studied law in the office of Henry S. Geyer, of St. Louis, and practiced his profession for two years in Howard County. He then studied theology, and was ordained a minister of the Protestant Episcopal Church. On assuming the pastorate he found that the number of communicants had dwindled to thirty-five. The congregation soon removed from Fifth and Wash Streets, where it had previously been established, to the hall of the Washington University, and services were held at the latter place until plans could be matured for the erection of the proposed new church. Through Mr. Terry's energetic labors, seconded by those of the congregation, the erection of the new building was pushed rapidly to completion. In 1861 the church had become so heavily encumbered with debt that the congregation was forced to sell the property, and St. Paul's became extinct.

St. Paul's Church (P. E.), Third near Lafayette Street, South St. Louis (Carondelet), Rev. Joseph De Forest, rector, was organized in the summer of 1868, and held its first services August 30th of that year. The service was read by Rev. Charles Stewart, and the sermon was preached by Rev. E. F. Berkley. The congregation worshiped in rented halls until its present church was built. The property cost about five thousand dollars. The rectors have been the Revs. Charles Stewart, 1868-69; W. G. Spencer, D.D., 1869-70; M. S. Woodruff, 1870-72; O. H. Staples, 1873-79; J. P. T. Ingraham, 1879-81; and the present pas-

tor since 1881. The church reports thirty-eight families and seventy-five communicants connected with the congregation, and three teachers with sixty children in the Sunday-school.

St. John's Protestant Episcopal Church.—A meeting of Episcopalians in favor of forming a parish in the southern part of St. Louis was held in Christ Church Oct. 12, 1841. Rev. Mr. Minard was chosen chairman, and J. W. Twitchell acted as secretary. On the 28th of December, 1861, St. John's Church was formally organized and the first vestry elected. At the same time the Rev. Whiting Griswold was chosen rector. Services were held at first on the upper floor of an engine-house, on Second Street south of Plum, it being deemed inexpedient to build a church at that time, owing to the financial embarrassment of the mother parish,—Christ Church. Subsequently a brick edifice was erected on leased ground at the corner of Fifth and Spruce Streets. This was replaced by another brick structure, seating five hundred persons, erected at the southeast corner of Sixth and Spruce Streets, which was consecrated by Bishop Hawks in the latter part of August, 1853. This property was sold in 1871 for fifteen thousand dollars, for the use of the Italian Catholic congregation.

Rev. Whiting Griswold, first rector, died on the 24th of July, 1849, from congestion of the brain, superinduced by overwork during the yellow fever pestilence. At the time of Mr. Griswold's death a lot had been purchased at Eighth and Gratiot Streets and the foundation laid for a new church edifice. After that clergyman's death the vestry were compelled to sell the lot, but in 1852, during the pastorate of the Rev. Francis J. Clerc, they purchased the property at Sixth and Spruce Streets and erected a small church, as previously stated. Over the chancel a mural tablet was placed in memory of Mr. Griswold.

The erection of the present edifice was begun in 1870, and the corner-stone was laid by the Right Rev. C. F. Robertson, bishop of the diocese, on the 1st of August, 1871. The new church, situated at the northeast corner of Hickory and Dolman Streets, was completed in 1872, after designs by F. W. Reader. The building is of brick, and is one of the most beautiful churches in the city. Besides the main structure, it has Sunday-school- and lecture-rooms, rector's study, library, etc. Its rectors have been the Revs. Whiting Griswold, 1841-49; Francis J. Clerc, 1849-57; William R. Johnson, 1858; John Coleman, D.D., 1859-61; William G. Spencer, 1861-68; J. P. T. Ingraham, D.D., 1868-79; and the present pastor, Rev. Joseph T. Wright, since 1880. The communicants reported for 1882 number two hundred and

thirty-seven, and the Sunday-school had nine teachers and an average attendance of one hundred scholars.

Grace Protestant Episcopal Church, Eleventh and Warren Streets, Rev. J. P. T. Ingraham, rector, was organized in May, 1844. Its site was a lot of ground in the Chambers tract, North St. Louis. This property was originally owned by Col. William Chambers, of Kentucky, an officer of the United States army stationed in St. Louis, who purchased it in 1816. Several years later Col. Chambers sold one-third of the tract to Maj. Thomas Wright, and another third to William Christy, father-in-law of Maj. Wright. Soon after the admission of Missouri as a State, Messrs. Chambers, Wright, and Christy united in a plan for the establishment of a town upon their property. A plat of the proposed town was made, and four parcels of land were dedicated to the general use of the city. One of these, designated as "Circle No. 3," was set apart "for the purpose of erecting a house of worship and a burying-ground, to be opened for the interment of all denominations of religious persons." The street around this circle was named Church Street, but was afterwards known as Marion Alley. The circle afterwards became the site of Grace Church and graveyard. It was about three hundred feet in diameter, and contained nearly one and three-quarter acres in area. Subsequently the heirs and assigns of the proprietors disputed the title of Grace Church to the cemetery lot, and litigation followed. Bishop Hawks, in an address to the Diocesan Convention in 1860, gave the following account of the organization of Grace Church:

"Acting by the advice of my friend, that learned member of the bar, Mr. Josiah Spalding, then senior warden of Christ Church, of which I was rector, and with the hearty co-operation of the Rev. P. R. Minard, then rector of St. Paul's Church, St. Louis, and Mr. Calvin Case, a zealous layman in North St. Louis, all of whom are now deceased, I caused a subscription to be raised in North St. Louis, to which two-thirds of the inhabitants subscribed, to build an Episcopal Church upon that ground. Having obtained this, I filed the record and inclosed the ground. Grace Church was then organized, and soon a small church building was erected. Messrs. Cressy, Weller, and Woodward were the successive pastors in this weak enterprise. At length the Rev. Mr. Clerc became the rector, and under him the old edifice was beautifully enlarged, and, thus enlarged, it was my comfort to consecrate it. The property, in the day when it was given, was considered of little value, but with the growth of our city has become very valuable. It is not far, too, from our Orphans' Home, and, from its position alone, has become almost the chapel and the guardian, as spiritual things, of that institution."

The charter of Grace Church recites that, whereas Circle No. 3, "just west of Sixth Street," had been set apart for the erection of a house of worship thereon, and the inhabitants of North St. Louis had organized

an association for worship according to the forms and discipline of the Protestant Episcopal Church, therefore "the undersigned, proprietors and representatives" of the original proprietors, agreed, in consideration of the premises and of one dollar paid to them by Martha T. Christy, of North St. Louis, to relinquish and convey to her all their right and title to the property in question. This instrument was executed on the 31st of May, 1844, and was signed by M. T. Christy, Mary A. Wright, M. N. Taylor, and M. F. Christy. A supplementary agreement was entered into to the effect that, inasmuch as the property for the church edifice had been secured and a vestry organized, the subscribers would pay to Calvin Case, treasurer of the vestry, the sums set opposite their names. The signatures of one hundred and ten persons were subscribed to this document, attached to which was the acknowledgment of Archibald Carr, justice of the peace, that Calvin Case had sworn that the list of subscribers comprised two-thirds of the heads of families residing in North St. Louis on the 9th of April, 1845. The Mrs. Martha T. Christy mentioned in the charter as trustee for the property was the widow of William Christy, and the most active of the persons engaged in the work of organizing the church and establishing the cemetery. Among the members of the first vestry and most of the successive vestries were Dr. Alfred Heacock, Dwight Durkee, Hon. Isaac H. Sturgeon, Thomas L. Sturgeon, Daniel A. Rollins, Benjamin O'Fallon, Joseph Branch, and John Hallsell. Henry Overstolz, afterwards mayor of the city, was a vestryman of this church in 1850, and Hon. Erastus Wells was a member of the vestry in 1854. The cemetery was consecrated by Bishop Hawks, and the erection of the church edifice was begun in 1846. The building was not completed until 1851, but services were held in it without intermission after its construction had been sufficiently far advanced to permit of its use. It was a wooden structure, in the form of a cross, and with a steeple, and stood on elevated ground, the entrance being reached by a long flight of steps. In 1860 the building was enlarged, and on the 15th of April of that year was consecrated by Bishop Hawks, assisted by Rev. Dr. Schuyler, of Christ Church, Rev. Dr. Coleman, of St. John's, Rev. Mr. Terry, of St. Paul's, Rev. Mr. Berkley, of St. George's, Rev. Mr. Clark, of Calvary, and Rev. Mr. Clerc, rector of the parish. The consecration sermon was preached by the Rev. Dr. Coleman. In 1881 the ground, which was twenty feet above the grade of the street, was cut away, and the church, which had faced the east, was let down and turned so as to face the south, and was greatly im-

proved. It will now seat seven hundred persons. The parsonage, which stood a few steps from the church, was erected during the pastorate of the Rev. Mr. Woodward. The renovated church was reconsecrated Sunday, May 28, 1882. As it had once been formally consecrated by the bishop, it was deemed unnecessary to repeat the ceremonies in full, and a consecration prayer merely was therefore offered. The services were conducted by the pastor, Rev. Dr. Ingraham, and his assistant, the Rev. Mr. Phelps. Dr. Ingraham preached the consecration sermon, in the course of which he stated that the amount required to defray the cost of the alterations, payment of the old debt, etc., was ten thousand five hundred dollars. Of this sum five thousand dollars had been given and pledged by Joseph W. Branch, and over five thousand dollars more by the parishioners, leaving an indebtedness still remaining of one thousand three hundred and thirty dollars.

The rectors of St. John's have been the Revs. E. H. Cressy, 1845-48; R. H. Weller, 1850-51; W. H. Woodward, 1851-58; Francis J. Clerc, 1858-60; Bishop C. S. Hawks, D.D., 1863-67; William L. Githens, 1868-73; William N. Webbe, 1873-74; William L. Githens, 1874-77; Abiel Leonard, 1877-78; J. Gierlow, Ph.D., 1878-81; J. P. T. Ingraham, 1881. Dr. Ingraham is still the rector. Rev. Philip McKim and Benjamin O'Fallon were respectively assistant rector and lay reader of the church in its early days. According to the report of the rector for 1882, there were ninety communicants and sixteen teachers and one hundred and sixty children in the Sunday-school.

St. George's Protestant Episcopal Church is situated at the northwest corner of Beaumont and Chestnut Streets, Rev. John Fulton, D.D., rector. The organization of this parish grew out of the loss of Kemper College, which was sold for debt in 1845, while Rev. E. Carter Hutchinson was its president. Some time before Bishop Hawks was invited to become rector of Christ Church, Mr. Hutchinson had received a call from the vestry, but had declined it, his friends wishing him to remain at the head of the college. When the college was sold, many who were attached to him, in order to retain him in the diocese, proposed to organize a parish of which he should be the rector, and under date of March 22, 1845, addressed to Bishop Hawks the following petition:

"The undersigned, being anxious to advance the interests of the Protestant Episcopal Church in this growing city, beg leave to state that the medical faculty of the St. Louis University have generously offered the use of their hall, on Washington Avenue, between Tenth and Eleventh Streets, as a house of religious worship, during the spring, summer, and autumn months. As there

is a rapidly increasing population in that neighborhood, we deem it important that a speedy effort should be made to present the claims of the church there. We understand there is a canon of the church forbidding a clergyman to officiate within the limits of a city where there are regularly organized churches without the consent of the settled rector or rectors. We do, therefore, most respectfully and earnestly solicit your permission and co-operation in the furtherance of our wishes. We have understood that the Rev. Mr. Hutchinson, late president of Kemper College, will probably spend some months in this vicinity for the purpose of arranging some matters of business, and although he has not been advised with by us on the subject, we are not without hope that his services may be procured in aid of this important object." Signed, James Hutton, Robert Ranken, James Grasham, Robert C. Greer, David H. Armstrong, Frederic L. Billon, Isaiah Forbes, W. Carr Lane, H. S. Geyer, B. H. Randolph, Edward Tracy, Thomas Shore, Samuel B. Churchill, H. W. Chambers, Thomas T. Russell, Charles Pettit, Z. B. Curtis, T. S. Rutherford, P. H. McBride, Edward E. Areher, B. H. Batte, Henry C. Hart, David M. Hill, Henry B. Belt, Josiah Spalding, Britton A. Hill, M. S. Gray, J. O'Fallon, W. H. Pritchard, Henry Von Phul, G. Erskine, Edward Mead, William Glasgow, R. Wash, Wm. Smith, H. S. Case, Thomas Skinker, Edward Stagg, J. S. B. Alleyne, Julius Morise, Edward Charless, John D. Daggett, Dr. John Shore, F. W. Southack.

The necessary consent having been obtained, a meeting was held in the hall of the St. Louis Lyceum, Gen. William Milburn presiding, and a new parish organized, with the Rev. E. C. Hutchinson as rector, and John O'Fallon, Henry S. Geyer, William Milburn, Thomas Shore, James Henry, Josephus W. Hall, and Josiah Dent as vestrymen. The name of St. George was given to the church by the rector, after a church of the same name in New York, in charge of Dr. Milnor, a leader of the Evangelical school, the doctrines of which were indorsed by Mr. Hutchinson. On May 13, 1846, the church was admitted into the Diocesan Convention, and reported fifty-five communicants. For nearly two years the services were held in the morning at the public school-house on Sixth Street, and in the afternoon at the Methodist Church on Fifth Street. The first church building erected by the parish stood on Locust Street near Seventh, and was dedicated April 13, 1847. In 1851, Rev. S. G. Gassaway, of Georgetown, D. C., was chosen assistant rector. Questions which had arisen as to the administration, and afterwards as to the loss of Kemper College, of which Mr. Hutchinson was one of the creditors, caused much feeling and division, and although St. George's Church was built expressly for its first rector, and many of his friends thought that he should have remained and outlived the opposition which had begun to be manifested, after an assistant minister had been called Mr. Hutchinson resigned, in 1852, and three years later organized Trinity Church. Mr. Gassaway then became rector. He was one of the victims of the explosion of the

St. Louis and Alton packet, just after it had left the St. Louis wharf, Feb. 16, 1854. His many virtues and zealous devotion to his parish had greatly endeared him to his parishioners, who presented his family with five thousand dollars, and erected to his memory a marble tablet, which was placed in the church, and subsequently removed to the walls of the new building and placed near the font.

The rectors of the church since then have been Rev. William Colvin Brown, deacon, ordained priest Dec. 10, 1854; Rev. T. A. Hopkins, son of Bishop Hopkins, of Vermont, called July 8, 1855, resigned in the fall of 1857; Rev. Edward F. Berkley, D.D., of Lexington, Ky.,¹ took charge Nov. 20, 1858, resigned Dec. 5, 1871; Rev. Robert A. Holland, of Baltimore, called Jan. 1, 1872, resigned Nov. 1, 1879, to take charge of Trinity Church, Chicago; Rev. S. W. Young, of Canada, had temporary oversight of the parish until the present rector entered upon his duties (April 4, 1880). After the death of Mr. Gassaway, St. George's parish fell off from one hundred and fifty-five communicants to sixty-eight; the indebtedness increased from six thousand nine hundred dollars to over ten thousand dollars, and in February, 1855, a number of the members withdrew to form Trinity Church. In 1856, however, the Rev. Mr. Hopkins reported one hundred and sixty-six communicants and the church free from debt. In 1857 the church bought a lot in Bellefontaine cemetery for the interment of its indigent communicants. In 1860 the organ which is still in use was bought for four thousand three hundred dollars. At the close of the war, in 1865, the church was in debt to the extent of fifteen thousand dollars, but this was fully paid off in 1866. In September, 1868, the Diocesan Convention, which elected Bishop Robertson, was held in this church. In 1871 the present site of the church was bought for eighteen thousand six hundred and fifty-six dollars, and in 1872 the first church building and lot on Locust Street were sold to John R. Shepley for fifty thousand dollars, although services

¹ A controversy having arisen as to the mode in which Henry Clay, the Whig statesman, was baptized, the Rev. Mr. Berkley, who had officiated at that ceremony and who also read the funeral service at the interment of Clay at Lexington, Ky., was appealed to by W. A. Beil, of Paducah, Ky., for information on the subject. Mr. Berkley replied that Mr. Clay was baptized in his parlor at Ashland on the 22d of June, 1847, in the form ordinarily observed in the Episcopal Church,—i.e., "by pouring a handful of water on his head in the name of the Holy Trinity." One of his daughters-in-law and four of his granddaughters were baptized in the same way. It had been asserted that Mr. Clay had been baptized by immersion, but this statement was specifically denied by Mr. Berkley.

continued to be held there until the chapel of the new building was completed, May 1, 1873. The corner-stone of the present church edifice was laid May 30, 1873, and the first services in the completed church were held on Easter Sunday, 1874. The building is cruciform, the nave being one hundred and fourteen by fifty-five feet, and the transepts seventy-seven by twenty-five feet. The height from the street to the finial of the spire is one hundred and forty-five feet. The seating capacity is eight hundred. The property cost in all one hundred and fifteen thousand dollars, and a debt of fifty-nine thousand dollars which remained at the time of completion was entirely canceled in May, 1879. The present officers of the church are: Senior Warden, John W. Luke; Junior Warden, Joseph W. Branch; Secretary, D. E. Garrison; Treasurer, M. W. Alexander; Vestry, Edwin Harrison, Isaac M. Mason, Hugh Rogers, John G. Wells, H. T. Simon, H. H. Curtis, John D. Pope, John C. Orrick, and Western Bascome. The number of communicants in 1882 was two hundred and seventy-five, and the Sunday-school pupils numbered four hundred.

Trinity Protestant Episcopal Church is situated at the northwest corner of Washington Avenue and Eleventh Street. Rev. George C. Betts is its rector. In the sketch of St. George's Church it was stated that Rev. E. Carter Hutchinson, D.D., resigned the rectorship of that parish in 1852, much against the wishes of a large number of his friends. These friends at once conceived the project of organizing a new parish for him, but nearly three years elapsed before their efforts were successful. In February, 1855, however, Trinity parish was organized, mainly by members of St. George's, who withdrew for the purpose, and who elected as the first vestry, James W. Finley, senior warden; T. S. Rutherford, junior warden; and L. Levering, C. Derby, N. Phillips, T. Skinker, W. M. Price, M. Moody, S. O. Butler, T. Griffiths, L. P. Perry, E. Barry, and J. Y. Page, vestrymen. The new congregation met at first, and for some months, in St. Paul's Church, corner of Fifth and Wash Streets. A hall was then rented from the Cumberland Presbyterians, at Eleventh and St. Charles Streets, and later a building which had been used by the Congregationalists on Locust between Tenth and Eleventh Streets. The present site of the church was leased for a term of forty years from Feb. 1, 1859, Messrs. Derby, Powell, and Shands being the selecting committee, and in October, 1859, the erection of the building was begun. The corner-stone of the church was laid with impressive services by Bishop Hawks, assisted by several other

clergymen, on March 14, 1860, and the rector, Dr. Hutchinson, preached his first sermon in the completed building, then considered one of the finest in the city, on June 20, 1861. The structure was sixty-six feet long, forty-seven feet wide, and fifty-six feet high. The number of communicants June 20, 1861, was one hundred and thirty. On Jan. 22, 1865, the church was burned down, but was immediately rebuilt and again consecrated Aug. 27, 1865. It is a neat stone edifice, with a seating capacity of nearly seven hundred, and has a chapel and Sunday-school room in the rear. Dr. Hutchinson resigned the rectorship Feb. 1, 1869, and was succeeded by Rev. J. D. Easter, D.D., who served until 1872. During this period the parish suffered greatly from financial embarrassments and the withdrawal of its members, several of whom joined in organizing the Church of the Holy Communion. Rev. Joseph Cross, D.D., served as rector for a few months in 1872, but on the 15th of November, 1872, Bishop Robertson assumed the rectorship, with Rev. Edwin Coan as assistant, and under their management strenuous efforts were made to clear off the debt. Several changes were introduced, one that remains yet being the substitution for the paid choir of one composed of surpliced men and boys, whose music has become justly celebrated. The present rector entered upon his duties on Easter, 1876. Under his ministrations the church has prospered, and is now in a fair way to clear off all incumbrances. When the lease expires in 1899, or perhaps, sooner, the parish will probably be prepared for a removal farther west. The congregation at present numbers about one hundred families, or four hundred and fifty persons, with two hundred and seventy-five communicants. The Sunday-school is attended by ten teachers and eighty scholars.

The Protestant Episcopal Church of the Holy Communion, situated at the northwest corner of Twenty-eighth Street (Leffingwell Avenue) and Washington Avenue, Rev. P. G. Robert, rector, grew out of a mission Sunday-school in connection with Trinity Church (Rev. Dr. Hutchinson, rector), with William H. Thomson superintendent, which was held in a brick school-house on Morgan Street, near Garrison Avenue. This building had been fitted up for religious purposes, and services were held in it thenceforward every Tuesday evening, the city clergy officiating in turn. After several unsuccessful efforts the parish was finally organized Jan. 24, 1869, its first vestry consisting of Francis Webster and William T. Mason, wardens; Francis Carter, James Wilgus, N. G. Hart, William J. Lewis, R. W. Powell, R. M. Wilson, H. G. Isaacs, L. E. Alexander, Wil-

liam H. Thomson, Elijah Welles, and J. T. Utterback. Francis Carter was elected clerk, and L. E. Alexander treasurer. Rev. P. G. Robert, then at Little Rock, was chosen rector, and preached his first sermon June 6, 1869. A lot was bought on the corner of Washington and Ewing Avenues, which was subsequently exchanged for the present site, which is eighty and three-twelfths feet in width, and cost twelve thousand dollars. Ground was broken June 15, 1870, and a chapel (now the transept) was built and first occupied Dec. 18, 1870. The little school-house on Morgan Street, which this congregation had up to this period used, was the property of William J. Lewis (one of the vestrymen), who had given the use of it, rent free, for five years. Its site is now occupied by a residence. Work on the nave was begun June 15, 1876, the first stone was laid July 2, 1876, and the whole church was opened for service on Easter Eve, March 31, 1877. The building is of stone, and one hundred and twenty-five feet in depth, and it contains seven hundred and two sittings. In this church no pews are sold, and the singing is congregational, these having been two of the conditions upon which the rector took charge of the parish. Nearly all the furniture and ornaments of the church are memorials of deceased persons. The sacred vessels were manufactured from silver relics of departed friends, some of the articles being nearly two hundred years old, contributed for the purpose by members of the congregation. The communion-plate was first used Jan. 2, 1876, and the alms-basin on the Easter following. While the nave of the church was building the congregation worshiped in a wooden chapel which they had purchased from Dr. Brank's congregation. The parish began with twenty-three communicants, and now numbers four hundred and seven. Its membership embraces two hundred and twenty families. The Sunday-school has twenty-seven teachers and an attendance of two hundred and seventy-five pupils. Connected with the church are the Parish Aid Society, Maternity Society for assisting poor women, Young Ladies' Sewing Circle, and the Parish Missionary Society, all in vigorous operation, and the Parish Guild. The *Parish Record*, a four-page monthly journal, is published by an association of members of the parish. Its first number was issued Nov. 28, 1880.

Mount Calvary Protestant Episcopal Church, southwest corner of Lafayette and Jefferson Avenues, Rev. Benjamin E. Reed, rector, was organized Sept. 6, 1870, in Compton Hill Mission school-house, a small frame building on Henrietta Street, north of Lafayette Avenue. Prominent among its founders

were George D. Appleton, Wells Hendershott, Lewis Lipman, James O. Broadhead, T. A. Hutchins, David Davis, and Hugh Davis. Henry Shaw gave a lot, one hundred and seventy-five by four hundred feet, at the head of Lafayette Avenue, on Grand Avenue, and on this, through the munificence of George D. Appleton, who defrayed nearly the entire cost, a beautiful church was built at an expenditure, for building, furniture, etc., of about twelve thousand dollars. It was consecrated in 1871. C. B. Clark was the architect. The rectors have been Rev. W. O. Jarvis, who took charge Jan. 23, 1871, resigned Jan. 31, 1872; Rev. Dr. Hedges (*pro tem.*), resigned Sept. 30, 1872; Rev. Benjamin E. Reed, took charge Dec. 25, 1873. In the spring of 1877, the congregation having grown too large for the building, and the remoteness of the situation rendering its removal advisable, a joint-stock company was formed, under the title of "The Mount Calvary Building Association," which having purchased a lot seventy-five by one hundred and forty feet on Lafayette and Jefferson Avenues, erected (1877-78) a chapel with a seating capacity of three hundred and fifty, and at a cost of ten thousand dollars. This also has since proved too contracted, and the parish is contemplating the building of a large and handsome church capable of seating from eight hundred to one thousand. The present rector is also chaplain of the Episcopal Orphans' Home. The property on Grand Avenue still belongs to the parish. There are several societies belonging to the congregation,—a Humane Society (organized in 1872) for the relief of the poor, that has done important work, distributing in gifts about six hundred dollars per annum; a Sewing Society, Young Ladies' Association, Parish Library, Young Men's Guild, and a Missionary Society. In 1882 there were one hundred and eighty-six communicants, and the Sunday-school was attended by over thirty teachers and three hundred scholars.

Calvary Protestant Episcopal Church, an offshoot from Christ Church, was organized in August, 1859, by the Rev. J. W. Clark. Mr. Clark undertook the work with the understanding that there was to be no charge for pews or seats. At first the congregation worshiped in Veranda Hall, but soon after its organization steps were taken for the erection of a church building at the corner of Morgan and Twenty-first Streets, after designs by George Mitchell, of St. Louis. The corner-stone was laid on Sunday, June 4, 1860. The architecture was Gothic, of the early English style, and the exterior dimensions of the building, including vestibule, porch, and bell-gable, were to be one hundred and thirty-seven by fifty feet, affording about one thousand sittings. The material

to be used was brick with stone dressings, and the estimated cost was ten thousand dollars. Had it been completed it would have been the largest Episcopal Church in St. Louis, with the exception of the new Christ Church. The building committee was composed of E. Morgan, James Duncan, E. J. Cabbage, and Samuel Spencer. The church was never built. In his historical address, at the semi-centennial anniversary of Christ Church in 1869, Rev. Dr. Schuyler stated that the enterprise "soon died out."

St. James Protestant Episcopal Church, Elleadsville, Rev. C. S. Hedges, D.D., rector, was organized in 1870 (services having been held for a year before that), in which year the building of the church was begun. The edifice was completed and consecrated by Bishop Robertson, May 29, 1871. The rectors have been Revs. J. I. Corbyn, 1870-74; Louis S. Schuyler, 1874-75; D. E. Barr, 1875-76; and the present pastor since 1876. In 1882 there were twenty communicants, and forty pupils in the Sunday-school.

The Protestant Episcopal Church of the Holy Innocents, Oak Hill, Rev. Thomas H. Gordon, rector, was organized in the spring of 1871, Rev. Edwin Wickins holding the first services. The rectors have been the Revs. A. I. Samuels, M.D., 1871-72; J. N. Chestnutt, 1872-73; Louis S. Schuyler, 1873-78; A. Batte, 1879-80; Thomas H. Gordon since 1881. The church has no building of its own. The last report of the rector stated that there were fifty-five communicants, and ninety individuals connected with the Sunday-school.

The Protestant Episcopal Mission Church of the Good Shepherd, Eighth Street, between Lancaster and Pestalozzi Streets, Rev. H. A. Grantham, rector, was organized in March, 1871, in a building on Seventh Street, near Sidney, where the congregation worshiped until the completion of the present chapel in 1873. This building has since been enlarged. The rectors have been the Revs. Edwin Wickins, 1871-73; M. A. Hyde, 1873-75; H. D. Jardine, 1875-79; and the present rector since 1881. The communicants number one hundred and five, and the Sunday-school is attended by five teachers and fifty pupils.

St. Peter's Protestant Episcopal Church, Grand Avenue, between Olive Street and Washington Avenue, Rev. Edward F. Berkley, D.D., rector, was organized by its present rector in 1872, in a hall on the northeast corner of Jefferson Avenue and Olive Street, where worship was continued until the chapel now occupied was finished, in the fall of 1873. This chapel is of stone, of Gothic architecture, and will

seat two hundred and fifty persons. It stands in the rear of the lot bought by the church in 1872, on the northeast corner of Olive Street and Washington Avenue, the front part of which was sold after the erection of the chapel, fifty-five by one hundred feet being retained. The rector reports about sixty communicants, and one hundred and twenty pupils in the Sunday-school.

The Protestant Episcopal Church of the Good Samaritan, Rev. Cassius M. C. Mason, rector, was organized in 1873 by Rev. James E. Thompson, for colored members of the church. It was then called the Mission of our Saviour, and worshiped in the chapel of Trinity Church until 1875, when the old Jewish Synagogue, on Sixth Street, near Cerré, was purchased for its use. This building, however, was abandoned in 1881, the location having proved unsuitable, and the congregation now meets for worship in Trinity Church, at Eleventh Street and Washington Avenue. The second and present rector (appointed Sept. 26, 1880) reports forty-four families, or two hundred persons, with seventy communicants, as being connected with his church, and five teachers with ninety pupils in the Sunday-school.

The Protestant Episcopal Church of the Advent, Twentieth Street, near Wash, Rev. J. N. Chestnutt, rector, was formed out of a mission Sunday-school which was organized in 1871 and met in the Masonic Hall, corner of Wash and Eighteenth Streets, until 1876, when the present building was bought from the Presbyterians. It has since been much improved. The rectors have been the Revs. D. E. Barr, 1875-76; L. E. Brainerd, 1876-77; and the present pastor since 1877. There are eighty-three communicants, and ten teachers and seventy-five pupils in the Sunday-school.

St. Luke's Protestant Episcopal Mission was begun in 1881 in a hall at the corner of Garrison and Easton Avenues, where its services are still held. Rev. John Gierlow, Ph.D., is the rector.

UNITARIAN CHURCHES.

Church of the Messiah.—In the summer of 1830, Rev. Dr. John Pierrepont, an eminent Unitarian divine, poet, and temperance advocate, visited St. Louis and preached in the market-house at Main and Market Streets. Three years later Rev. George Chapman, a Unitarian minister from Louisville, Ky., preached three times in the parlor of the National Hotel, corner of Market and Third Streets, then just built. There existed in St. Louis at the time a small band of Unitarians, recent immigrants from New England, and among these Christopher Rhodes, James

Smith, and George H. Callender specially interested themselves in raising funds to provide for the rent of a room or hall and the board and lodging expenses of a minister. Their efforts resulted in the establishment in November, 1834, of regular religious exercises in Elihu H. Shepard's school-rooms, opposite the court-house. The minister was Rev. W. G. Eliot, Jr., then a recent graduate of the Harvard University Divinity School, and afterwards one of the most distinguished preachers and educators of St. Louis. On the 26th of January, 1835, "The First Congregational Society of St. Louis" was organized, with C. Rhodes as president, and Joseph M. Chadwick as secretary and treasurer. On the 1st of November of that year the society removed from the school-rooms to the third story of the Masonic Hall, at the corner of Main and Locust Streets, over John Riggins' store. This building is still standing, being one of the few business structures spared by the great fire of 1849. Previous to this, however, the society had purchased a lot at the corner of Fourth and Pine Streets. The corner-stone of the first church located on this site was laid in May, 1836, and the building was dedicated on the 29th of October, 1837. In 1842 it was enlarged, the addition being half the original size of the building, which, as remodeled, presented the appearance of a Grecian temple of the Doric order. In the winter of 1835-36 an informal association for the care of the poor, which has continued in active operation ever since, was organized. The first communion service was held at Easter, 1836, eight persons participating, and two years later, the number of communicants having doubled, a regular church covenant was adopted. In 1836 the first attempt was made to establish a Sunday-school, but it failed; eight teachers appeared, but no scholars. In the spring of 1837, however, a very small Sunday-school was organized, which in 1839 was put under the care of Seth A. Ranlett as superintendent, who served as such until 1870. In the fall of 1840 a "ministry at large" was established, Revs. Charles H. A. Dall, Mordecai De Lange, Carlos G. Ward, and Thomas L. Eliot, a son of Dr. Eliot, now settled at Portland, Oregon, successively, but irregularly, filling the position, and in November, 1841, the church members resolved themselves into a charitable association, with the minister at large as agent, for the conduct of schools for the poor, sewing and industrial schools, etc. For the use of these schools some years later a house and lot on Eighth Street, between Locust and St. Charles, were secured at a cost of fifteen thousand dollars. In 1879-80 the present mission house, a beautiful structure, situated at the southwest corner of Ninth and Wash Streets, was

erected and endowed, with provision for twenty-five constant inmates, orphans or neglected children. Here are conducted a day school of fifty children, for whom dinner is regularly supplied, and who receive more or less aid during the winter; a sewing-school, which meets on Saturdays, with two hundred and sixty scholars; and a Sunday-school with an attendance of nearly three hundred. Occasional Sunday services are held, although no minister at large is now employed.

On the 1st of May, 1850, ground was broken, and on the 1st of July following the corner-stone of a second church edifice was laid at the northwest corner of Olive and Ninth Streets, and the building, though not quite completed, was dedicated Dec. 7, 1851. It cost, when finished, one hundred and five thousand dollars, nearly half of which remained as a debt. For the purpose of devising a plan for the liquidation of this debt, a meeting of twenty gentlemen was held at the house of John Tilden, Oct. 19, 1852. Subsequently, by means of contributions varying from one hundred to three thousand dollars, several persons borrowing the money they gave, and the sale of pews, the whole amount was raised, and when all obligations were canceled a small amount remained over. The new church was a beautiful edifice of brick with stone cappings, and having a seating capacity of twelve hundred. It was situated on a lot, the dimensions of which were one hundred and five by one hundred and fifty-two feet, and had two fronts of seventy and one hundred and twenty feet respectively. The style of architecture was nominally "mixed Gothic," but possessed features original with the architect. Its general effect was that of breadth, solidity, and spaciousness. The building was regarded at the time as a model of good workmanship, and as being one of the finest and most durable church edifices in the city. The steeple was one hundred and sixty-seven feet in height, and was covered with thick copper plates from its base on the tower to its top. The church was sold in June, 1879, for seventy thousand dollars, and was converted into Pope's Theatre. Dr. Eliot continued as pastor of the society until the close of 1872, when he retired to become chancellor of Washington University, but at various times the pulpit was filled for continuous terms by other clergymen, either in the absence of the pastor or as his associates. Rev. W. O. White, of Keene, N. H., served for several months in 1846-47, and Rev. Robert Hassal was chosen as "colleague" during 1850, and Rev. Carlton A. Staples served in the same capacity from 1857 till October, 1861. Rev. Thomas Lamb Eliot was ordained as associate pastor in 1865, and continued as such until December, 1867. Rev. John

Snyder, of Hingham, Mass., was unanimously elected to succeed Dr. Eliot as pastor, and was installed April 20, 1873, Rev. Dr. Henry W. Bellows preaching the installation sermon. On the 6th of July, 1879, the last services were held in the old church, after which the congregation worshiped first in a small chapel on Beaumont Street, then at Pickwick Hall, and then in the Mission House at Ninth and Wash Streets. In November, 1879, ground was broken on the site of the new edifice, at the northeast corner of Garrison Avenue and Locust Street. The corner-stone was laid Feb. 1, 1880, and the finished building was dedicated Dec. 16, 1881 (although it had been occupied, in an unfinished condition, since Dec. 26, 1880), the sermon being preached by Rev. Dr. Henry W. Bellows. This discourse was the last from the gifted pen of that eminent minister, who died Jan. 30, 1882, in New York City.

The church is situated on a natural plateau one hundred and thirty-five feet square, raised several feet above the surrounding streets, to which the ground descends in terraces. It is built in the early English Gothic style, of blue limestone, quarried within the limits of St. Louis, laid in ashlar, and relieved by horizontal string-courses of drab sandstone from Warrensburg, Mo., which was also used for the facings of the doors and windows. The spire, of stone, is one hundred and forty-two feet in height, and about it the different parts of the church are picturesquely arranged so as to give them the appearance of a group of buildings. The furniture is of native, unpainted yellow pine, and the roof is of open timber-work, resembling that of Westminster Hall. The windows are nearly all memorial,—Hudson E. Bridge, Emily Frances Partridge Eaton, Georgiana C. Louderman, Ebenezer and Theoline Richards, Henry S. Reed, and Edward Y. and Susan A. Ware being thus memorialized. To the memory of James Smith a brass tablet has been erected in an arch of the eastern wall, and portraits of Seth A. Ranlett and of Henry Glover have been hung in the Sunday-school room. The church and ground, exclusive of the memorial windows, cost nearly one hundred and nine thousand dollars, and no debt remains upon them. In addition to the main building, which has a seating capacity of seven hundred, there are a chapel which is used for the Sunday-school, class- and library-rooms, sewing-room, pastor's study, a dining-room, and kitchen. The Church of the Messiah has always borne a prominent and active part in benevolent and educational work, and there is no charity in the city, Protestant, Catholic, or secular, to which its members have not been contributors. During the last twenty-five years the congregation has

annually given for extra religious work over forty thousand dollars. There are two hundred and twenty-five families connected with the congregation, and the Sunday-school has an average attendance of ten teachers and one hundred and fifty scholars. Rev. John Snyder is still pastor.

The history of the Church of the Messiah, as will be seen from the foregoing narrative, is conspicuously identified with that of the ministry of the Rev. W. G. Eliot, D.D., president of the Washington University, who was pastor of the congregation from November, 1834, until the close of 1872. Dr. Eliot's career in St. Louis has been one of remarkable energy, usefulness, and self-denying zeal. Both as pastor of the Church of the Messiah and head of the Washington University, he has been a prominent figure before the public of St. Louis for many years, and one of the ablest and most untiring promoters of religious, benevolent, educational, and reformatory enterprises, as well as of the moral and social progress of the community at large. He has been called "the most accomplished and successful beggar" for charitable objects of modern times; and while competency after competency has been presented to him unconditionally, he has invariably disposed of them in such manner as he deemed most likely to produce permanently good results.

Church of the Unity.—The Church of the Unity (Unitarian) is situated at the northeast corner of Park and Armstrong Avenues, and the pastor is Rev. J. C. Learned. In May, 1868, a few gentlemen, anticipating the formation of a new Unitarian Society, purchased for twelve thousand five hundred dollars a lot of ground at the above location, having a frontage of one hundred and sixty-five feet on Armstrong Avenue. When, in the following June, the congregation was organized and incorporated, the ground was conveyed by its purchasers at cost to the society, the incorporators of which were William H. Pulsifer, E. S. Rowse, William H. Maurice, J. S. Cavender, F. B. Homes, C. L. Dean, William N. Hinchman, J. P. Young, and C. L. Bush. The trustees set apart for sale seventy-five feet of the rear of the lot fronting on Park Avenue, and reserved the corner lot, fronting one hundred and twenty feet on Armstrong Avenue, for the erection of a large church edifice. Upon the remaining forty-five feet they built a neat Gothic chapel, thirty-five by sixty feet, and capable of seating two hundred and fifty persons. The corner-stone was laid Aug. 5, 1869, Rev. Mr. Staples, of Chicago, formerly associate of Dr. Eliot in the pastorship of the Church of the Messiah, and Rev. Mr. Harrison, of Bloomington, Ill., officiating. The building was dedicated May 15, 1870, the cost of its erection having been

about ten thousand dollars. Rev. John C. Learned has been pastor since his appointment in April, 1870. This church is an offshoot of the Church of the Messiah, and its creed is based not upon a declaration of belief, but upon an acknowledgment of duties. About one hundred families are connected with the church, and eighteen teachers with one hundred scholars compose the Sunday-school.

EVANGELICAL CHURCHES.

The earliest German Protestant organization in St. Louis was that of the "German Evangelical Church of the Holy Ghost," which was established in 1834. Its membership embraced both the Lutheran and Reformed denominations, which continued to worship together for nine years. In the year 1842, however, dissensions arose on points of doctrine, and in July, 1843, the pastor of the Church of the Holy Ghost, Rev. G. W. Wall, with Messrs. Buenemann, Schmidt, W. Schrader, Jacob Westerman, and seventy-two others, who adhered to the doctrines of the Reformed denomination, withdrew, and on the 31st of July organized the "German Evangelical Congregation of St. Louis." They worshiped in the Benton school-house on Sixth Street, between Locust and St. Charles Street, until 1845, when they erected two churches, one called the North Church, afterwards St. Peter's German Evangelical Church, at Carr and Fifteenth Streets, and the other known as South Church, afterwards St. Marcus' or St. Mark's Church, at the corner of Jackson and Soulard Streets. Both were alike in size and design, each being thirty by forty feet in dimensions, and remained the common property of the congregation until 1856, when a division was effected, and two distinct churches were organized. "The German Evangelical Congregation of St. Louis," organized in July, 1843, formed the nucleus of the "Evangelical Synod of the West," which has since spread over the United States. This Synod, in conjunction with a few congregations in Canada, is called "The German Evangelical Synod of North America," and being the American Branch of the Prussian State Church, it receives biennially the interest on a large fund which was subscribed some twenty years ago by the Evangelical congregations of Prussia for the benefit of their brethren in this country. The German Protestant Orphans' Home, formerly within the city limits, but now ten miles from the court-house on St. Charles Rock road, was organized by the German Evangelical Synod, as was also the Good Samaritan Hospital, Twenty-fifth and O'Fallon Streets. The same Synod is about to erect near St. Louis a building for its theological seminary. This seminary,

under the name of the Missouri College, has been located for about thirty-five years at Femme Osage, in St. Charles County, Mo., but will soon be removed to St. Louis. A building-site of eighteen acres has been secured on the St. Charles Rock road, seven miles from the court-house, just on the edge of the city limits, at an expense of nine thousand eight hundred dollars. Plans for the main building have been prepared, and the work is under way. The main building will have a front of one hundred and sixty-four feet, basement, three stories and attic, with tower. It will contain all the modern improvements, and have room for one hundred students. The cost, without furniture, will be fifty-six thousand dollars, and it will be completed by the fall of 1883. Rev. Louis Hacberle is inspector of the institution, and Rev. C. Kungmann the first professor, besides other teachers from the city. The Synod is divided into seven districts, and has four hundred and fifty ministers and upwards of five hundred congregations. It owns another college for ministers and teachers at Edinburgh, Page Co., Ill., sixteen miles northwest of Chicago.

The Independent Evangelical Church of the Holy Ghost was the outgrowth of the original German Evangelical Church of the Holy Ghost, which, as previously stated, was organized in 1834, and comprised both the Lutheran and Reformed congregations. The old congregation first met in the Methodist building at Fourth Street and Washington Avenue, but in January, 1839, removed to the directory of the First Presbyterian Church, on Fourth Street, between Washington Avenue and St. Charles Street. It had previously purchased a lot at Seventh Street and Clark Avenue, and here a building was erected and dedicated on the 9th of August, 1840. Rev. G. W. Wall had been appointed pastor in December, 1836, and was assisted at the dedication by the Rev. Louis E. Nollau, pastor of what was then known as the Gravois settlement. In 1843 the division of the congregation, resulting from the withdrawal of the adherents of the Reformed Evangelical Church, led to the organization of the remaining members of the congregation into the Independent Evangelical Church, which has continued as such ever since. In 1858 the present church, situated at the corner of Eighth and Walnut Streets, and known for some years as Pastor Krebs' Church, was erected. It is a substantial brick building, with a Gothic front, seating about two thousand persons, and has a parochial residence attached. In 1869 three schools had been organized in connection with the church,—one in the basement of the building on Eighth Street, with one hundred and

seventy-five scholars; one on Eleventh Street, between Carr and Biddle, with four hundred scholars; and the third on Decatur Street, between Geyer Avenue and Ann Street, with about one hundred and fifty scholars. The church is now so far from the residence centre of the city that a removal farther west will doubtless soon be effected. The congregation numbers two hundred and fifty families, with five hundred communicants, and there are six teachers and sixty scholars connected with the Sunday-school. Rev. J. G. Eberhard is the pastor.

St. Marcus or St. Mark's German Evangelical Church, situated at the corner of Soulard and Jackson Streets, Rev. John H. Nollau, pastor, was one of the three churches which sprang from the old German Evangelical Church of the Holy Ghost, the history of which, with which its own is identical until July, 1843, has already been narrated. On the 31st of that month Pastor Wall and seventy-six members of the original congregation withdrew and organized the German Evangelical congregation, from which subsequently sprang both St. Mark's and St. Peter's Churches. A building known as the South Church was erected at Soulard and Jackson Streets, and was dedicated on the 14th of December, 1845. Its dimensions were thirty by forty-five, and it remained, together with the North Church, the joint property of the association until 1856. In that year the congregation was divided, and the church at Soulard and Jackson Streets was thenceforth known as St. Mark's.

Pastor Wall was called to the Gravois settlement, and Pastors Cavizel, Ries, and Baltzer preached at both city churches until the separation in 1856, when Pastor Baltzer remained with St. Mark's until September, 1848, and was followed by Pastor Meier, until May, 1849, and Rev. W. Binner, until May, 1850, who resigned to take the presidency of the Evangelical Seminary at Marthasville. Pastor Wall was then recalled, and remained until his death, April 20, 1867. During his pastorate of seventeen years he twice represented the American congregations at the General Synod held in 1852 at Bremen, Germany, (Rev. C. Nestel supplying the pulpit in his absence), and in 1864 at Altenburg, Germany. During his absence on this occasion Rev. P. F. Meusch officiated at St. Peter's. In the spring of 1866 the first church building was torn down and the present one erected on its site. The corner-stone was laid Aug. 12, 1866, and the building dedicated Aug. 4, 1867. It is a two-story brick building with stone ornamentation, and its dimensions are fifty and one-half feet by ninety feet. Its seating capacity is eight hundred persons, and its whole cost, including organ and fur-

nishing, was thirty thousand three hundred and twelve dollars. The church lot is one hundred feet square, and contains also a parsonage and three large classrooms, in which a parochial school is conducted. Pastor Meier, a student of the seminary, preached for a few months after the death of Pastor Wall, and subsequently Rev. Henry Braschler became pastor, and remained until May, 1875. He was succeeded by Rev. J. Hoffman, who served until the fall of 1877, and Rev. J. H. Nollau, who has been pastor since Dec. 10, 1877. In 1856 this church bought a cemetery, known as St. Mark's, on Gravois road, seven miles from the court-house, and containing about thirty-seven acres. Before this it owned, in common with St. Peter's Church, a cemetery on Cherokee Street and Lemp Avenue, which has not been used for burial purposes since 1857. Connected with the church are a Benevolent Ladies' Society, reorganized October, 1877, and having now one hundred and one members; a Young Men's Christian Association, organized 1879; a Young Ladies' Society, organized February, 1882, and having forty-five members; a day school, established when the congregation was first organized, and which is attended by from sixty to one hundred pupils, under the charge of C. Braeutigam, and a Sunday-school with twenty-three teachers and six hundred and fifty pupils, organized in 1873, the pastor being its superintendent. The congregation numbers about one hundred and twenty families.

St. Peter's German Evangelical Church was one of the two Reformed congregations founded by Pastor Wall, of the Church of the Holy Ghost, in 1843. It was organized in 1844, and the first building occupied was erected at the corner of Sixth Street and Franklin Avenue in 1846, but was torn down on the removal (in 1850) of the congregation to the present building at Fifteenth and Carr Streets. It is a plain brick structure, with a steeple, and its dimensions are thirty by forty-five feet, with a seating capacity, including the gallery, of about one thousand. The first pastor was the Rev. Mr. Ries, the elders at that time being W. Shrader, H. Saeger, F. Riecke, W. Leunebrink, F. Dieckmann, D. Voepel. W. Shrader was also trustee. Since the pastorate of Mr. Ries the ministers in charge have been Louis E. Nollau, appointed Sept. 6, 1852; A. W. Roeder, appointed Oct. 10, 1860; E. Roos, appointed Sept. 26, 1870; A. B. P. J. Thiele, appointed March 1, 1880. The Sunday-school, organized in 1851, has now twenty-five teachers and three hundred and seventy-five scholars. The average attendance at the services numbers nearly six hundred persons. A Young

Men's Christian Association, organized in 1853; a Ladies' Aid Association, organized in the same year; a Young Ladies' Aid Association, organized in 1872; and Men's Aid Society (consisting only of members of the church), organized Feb. 19, 1872, are connected with St. Peter's Church.

St. Paul's German Evangelical Church, corner of Decatur Street and Lafayette Avenue, was organized Oct. 23, 1848, by Messrs. Jacob Kleiber, William Hogan, John Machenheimer, Frederick Christopher, George Henkler, Henry Hirb, Chr. Dietrich, Melchior Siemann, Jacob Schleyer, Martin Uebel, Frederick Weber, and Jacob Kleiber, Sr., with Rev. A. Baltzer as pastor. The present lot, one hundred and thirty by one hundred and twenty feet, was purchased and the erection of a building was begun during the same year. The church was completed and dedicated in 1849. It was a two-story brick building with school-rooms in the basement, and seated about five hundred persons. Pastor Baltzer was succeeded by the following: Revs. I. Will (who served ten years), J. C. Seybold, Dr. R. Yohn (who served fifteen years), C. A. Richter, Otto Telle (served ten months), Jacob Irion, and J. F. Köwing (acting temporarily in 1882). The society was incorporated Jan. 23, 1877, with H. H. Schweer, J. E. Brandenburger, Henry Spengemann, Henry Roth, John H. Baumann, and Henry Wiebusch as corporators, under the title of "The German Evangelical St. Paul's Congregation at St. Louis." Upon the lot are situated, besides the church, a parsonage, a young men's hall, and a parochial school which numbers sixty pupils. Connected with the congregation are a Young Men's Christian Association of sixty members; a Ladies' Missionary Society, sixty members; and a Young Ladies' Society, fifty members. About four hundred people compose the congregation, and the Sunday-school has twelve teachers and three hundred and fifty scholars. The church property is valued at sixty thousand dollars.

St. John's German Evangelical Church.—This church, situated at the southeast corner of Madison and Fourteenth Streets, Rev. Gottlieb Mueller, pastor, was organized in 1855, and has grown to be a large congregation. The church building, erected about the same year, is a fine Gothic brick structure, forty by seventy-five feet, with a spire, and is situated on a lot ninety by one hundred and seventy-five feet. Adjoining the church is a commodious parsonage. The parochial school is attended by four teachers and about four hundred and fifty pupils.

German Evangelical Friedens Church was organized in March, 1858, by its present pastor, Rev.

John M. Kopf, and first met for worship in the Fairmount Presbyterian Church building, at Ninth Street and Penrose Avenue, which was subsequently sold to the Congregationalists and is now Hyde Park Church. The corner-stone of the present building, which is situated at the southwest corner of Newhouse Avenue and Thirteenth Street, was laid in August, 1860, and the building was dedicated in April, 1861. It is a handsome Gothic structure of brick, forty-six by seventy-five feet, with a tall spire, and has a seating capacity for one thousand persons. On the church lot, the dimensions of which are one hundred by one hundred and twenty-three feet, are also situated the pastoral residence and the parochial school building. Connected with the latter are three teachers and two hundred and twenty pupils. The congregation comprises one hundred and fifty families, numbering fifteen hundred persons, and there are about eight hundred communicants. The Sunday-school comprises fourteen teachers and five hundred scholars. Several societies are maintained by the congregation, among them the ladies', young men's, and singing societies, and an association for the relief of widows and orphans. The church property is valued at thirty-seven thousand dollars.

Bethania German Evangelical Church was organized on the 15th of May, 1867, by Rev. Christopher F. Stark, now pastor of Bethlehem Church, in a hall at the southeast corner of Twenty-third Street and Franklin Avenue. It worshiped at first in a small chapel situated at the southwest corner of Twenty-fourth and Carr Streets, where Carr Lane School now stands, which was purchased from the Methodist denomination, the price paid for the building and lot (one hundred by seventy-five feet) being six thousand dollars. The chapel was a low one-story brick building, thirty by forty feet, and seating about three hundred persons, in the rear of which the congregation erected a substantial brick school-house. The erection of the present building at the northeast corner of Twenty-fourth and Wash Streets was begun in 1874 and finished in 1875. Rev. Mr. Stark resigned Jan. 1, 1878, and was succeeded by Rev. M. Herberg, who served less than a year, the present pastor, Rev. Lewis Austmann, succeeding towards the close of 1878. The church property, including lot fifty by one hundred feet, is valued at thirty thousand dollars. Connected with the congregation are about eighty members, a Sunday-school with twelve teachers and one hundred pupils, a parochial school with two teachers and fifty pupils, a singing society of twenty members, and Bethania Cemetery of sixteen acres, situated on St. Charles

Rock road, seven miles from the court-house, established about 1871.

Independent Evangelical Protestant Church (German).—This congregation, which numbers from six hundred to eight hundred members, worshiped originally in a church at the corner of Mound and Eighth Streets, which was purchased by it from the Presbyterians in 1856. The building occupied a lot seventy-five by seventy-six feet, and its own dimensions were fifty-four by thirty-six feet, affording a seating capacity for about five hundred persons. The lower story was used by a primary school, which numbered one hundred and fifty children. The building was of brick and had a small steeple. About 1868 the building was sold to an independent Baptist organization, and the German congregation erected a new church edifice ninety-two by fifty-six feet, with a steeple one hundred and seventy-four feet high, on the lot at the northeast corner of Webster and Thirteenth Streets, which is still occupied by the congregation. Rev. P. Godfrey Gerber was the pastor in 1869, and the present pastor is the Rev. John F. Jonas. There is no Sunday-school connected with the church.

Carondelet German Evangelical Church was organized by the Rev. John Will, who served as its first pastor, on the 7th of November, 1869. It is situated at Fourth Street and Koeln Avenue, South St. Louis, and the present pastor is the Rev. E. Berger. The corner-stone was laid in November, 1869, and the completed building was dedicated in November, 1870. It is a brick structure forty-two by seventy-two feet. Connected with the church are one hundred and fifty families, two hundred and seventy-seven communicants, nine teachers, and one hundred and twelve pupils in the Sunday-school, an Evangelical Young Men's Society, organized in 1880, and a parochial school, organized in 1882, with thirty-eight pupils.

Zion's German Evangelical Church, Rev. J. Henry Klerner, pastor, is located at the corner of Benton and Twentieth Streets. It was organized in 1869, in the hall of a market-house at Eighteenth and Montgomery Streets, the incorporators being J. H. Lippelman, Henry Klages, G. Frederick, and Rev. A. Müller. The first building occupied by the congregation stood at the corner of Nineteenth and Montgomery Streets. Its corner-stone was laid in the fall of 1869, and the church was dedicated in the fall of 1870. It was converted into a dwelling-house after the congregation had removed to its present location, in the fall of 1872. The pastors have been Revs. A. Müller, F. Koewing, and J. H. Kler-

ner. A Christian Aid Society, Ladies' Society, and Young Men's Society are maintained in connection with the regular organization of the church.

St. Lucas German Evangelical Church, situated at the northeast corner of Scott and Jefferson Avenues, Rev. Henry Walser, pastor, was organized in 1870 by Pastor Reusch, who was succeeded by Pastor Jungk, and in 1881 by the present incumbent. A small chapel was first erected on the rear portion of the church lot, which is now used as the parish school. An addition to it, which is used as the teacher's residence, has been built, and the school is attended by seventy-five pupils. The present elegant Gothic church edifice, of brick, forty by seventy feet, with a seating capacity of eight hundred, was built in 1878. The parsonage, on Jefferson Avenue adjoining the church lot, was erected in 1882, and is a neat and commodious dwelling. The membership of the church numbers nearly two hundred persons, and the Sunday-school is attended by fifteen teachers and seventy-five scholars.

St. Matthew's German Evangelical Church was organized Nov. 14, 1875, at the private school-rooms of G. H. Braeutigam, on Carondelet Avenue near Anna Street, the incorporators being Henry Braschler, Nicholas Frank, William Kollmeyer, John Voepel, and Louis Hunt. Besides these, P. Hueffner, P. H. Sauerwein, W. Winefeld, G. Schildroth, and a few others were the first members. The corner-stone of the church building, 3331 South Seventh Street, was laid Nov. 28, 1875, and the building was dedicated March 5, 1876. Rev. Henry Braschler has been the pastor from the first. The choir and Sunday-school were organized in March, 1876. The latter now numbers over three hundred scholars. The pastor resides in the church building, in which is also maintained a day school attended by fifty scholars, and conducted by Rev. Henry Drees, assistant pastor of the church. It was organized in 1879. The parish numbers about fifty families.

ST. MATTHEW'S CEMETERY, Pennsylvania Avenue and Morgan Ford road, is connected with St. Matthew's German Evangelical Church. The corporation was chartered April 18, 1878, with Charles Bauer, Henry Braschler, William Kollmeyer, William Habighorst, and Conrad Brinkmann as incorporators. It is distant three miles from the church, contains twelve acres, and is handsomely laid out and ornamented. The sale of lots is not confined to members of the church, but is open to all.

Bethlehem Church.—The congregation of Bethlehem German Evangelical Church was organized by its present pastor, the Rev. C. F. Stark, with twenty-

five members, on the 6th of January, 1878, in the church built by the Beaumont Street Baptist congregation, at the northeast corner of Morgan and Beaumont Streets. The Evangelical congregation rented the building, and occupied it for about one year and a half, at the expiration of which it was sold to the Turners. Their present building, situated at the northwest corner of Elliott Avenue and Wash Street, was purchased in January, 1881, from the congregation of St. Mark's English Lutheran Church, which had erected it at a cost of twenty-two thousand dollars. It is a brick edifice forty-six by eighty feet, with a capacity for seating five hundred persons, and has two stories, the first of which is used by a day school, attended by one teacher and thirty pupils, and a Sunday-school of seventy-five scholars, under the charge of the pastor and one teacher, and as a lecture-room. The lot is fifty by one hundred and thirty-five feet. About fifty families compose the congregation, and the communicants number seventy.

EVANGELICAL LUTHERAN CHURCHES.

In 1838 a body of Lutherans who had been subjected to persecution by the government of Saxony on account of their adherence to the doctrines of the Augsburg Confession of Faith emigrated to this country and settled partly in St. Louis and partly in Altenburg, Perry Co., Mo. Those who made St. Louis their home arrived there in the winter or early spring of 1839, and applied to the rector of Christ Church for permission to use the church building for their services. The request was granted, as appears from the following notice, which was read by the rector, Bishop Kemper, in the church one Sunday in March of that year:

"NOTICE.—A body of Lutherans, having been persecuted by the Saxon government because they believed it their duty to adhere to the doctrines inculcated by their great leader and contained in the Augsburg Confession of Faith, have arrived here with the intention of settling in this or one of the neighboring States, and having been deprived of the privilege of public worship for three months, they have earnestly and most respectfully requested the use of our church that they may again unite in all the ordinances of our holy religion. I have therefore, with the entire approbation of the vestry, granted the use of our church for this day from 2 P.M. until sunset to a denomination whose early members were highly esteemed by the English Reformers, and with whom our glorious martyrs Cranmer, Ridley, and others had much early intercourse."

This congregation of Lutherans occupied the basement of the church for three years from 1839 to 1842.

They established the first Evangelical Lutheran congregation of the Unaltered Augsburg Confession in St. Louis, which soon began to grow rapidly in membership and wealth. In 1869 four congregations had been established, with two large churches and over

six hundred communicants. There are now twelve churches of this denomination in St. Louis subject to the Evangelical Lutheran Synod of Missouri, Ohio, and other States, which, with three other Synods, constitutes the "Synodical Conference." The Synod of Missouri, etc., is now divided into eleven districts, with over eight hundred ministers, and owns and maintains the Concordia College and Theological Seminary in St. Louis, Concordia College at Fort Wayne, Ind., the Theological Seminary at Springfield, Ill., and the Teachers' Seminary at Addison, Ill. It also possesses an extensive printing establishment and book-store, situated on the northwest corner of Miami Street and Indiana Avenue, which is the central supply depot of the Synod, and at which are published *Der Lutheraner*, *Lehre und Wehre*, and *Evangelisches lutherisches Schulblatt* (three semi-monthly journals), *Magazin für Evangelischelutherische Homiletik* (monthly), the *St. Louis Theological Monthly*, and *The Lutheran Witness*. Members of this denomination settled in the vicinity of Concordia College and the Church of the Holy Cross form a large and wealthy community.

Concordia College and Theological Seminary was established jointly by the congregations of St. Louis and Altenburg, Mo., in 1842, and was located at Altenburg, but in 1850 it was removed to St. Louis, where the first college building had just been erected. The dedication of this structure took place July 11, 1850. In 1851 the ownership of the college was transferred by the joint congregations to the Synod of Missouri, Ohio, etc. In the summer of 1882 the first college building was demolished, and on its site is being erected a much larger and more imposing edifice, the corner-stone of which was laid Oct. 1, 1882. It is to be of Gothic architecture, with a central steeple one hundred and thirty-six feet in height, and the main building and two wings will have a frontage of two hundred and thirty-four feet. The depth will be sixty-four feet, and the buildings will contain a vestibule, a class-room for one hundred students, four class-rooms for sixty-eight students, a library- and reading-room, a number of smaller dwelling and sleeping apartments, bath-rooms, etc. In the basement of the tower there will be a gymnasium sixteen feet in height. The college will accommodate two hundred students. It was attended during 1882 by ninety-two students, and has a faculty of five professors. The college grounds, which are three hundred and fifty by two hundred and twenty-five feet in size, are situated on Jefferson Avenue and Winnebago Street, and in addition to the main building, are occupied by several smaller houses connected with the institution.

Dreinigkeits Church, U. A. C.¹—It has already been related how, in 1839, a body of Lutheran immigrants procured permission from Bishop Kemper to hold religious services in the basement of Christ Protestant Episcopal Church, and how the congregation continued to worship there until 1842. This society of Lutherans was organized under the name of the "Dreinigkeits" (or Trinity) Church of the Evangelical Lutheran denomination, and was the first or original congregation, from which sprang all the other German Lutheran Churches of St. Louis. In 1842 the congregation removed to a building of its own, on Lombard Street. The present building, at the southeast corner of Lafayette and Eighth Streets, was erected in 1865. It is a handsome brick structure in the Gothic style, and has a tower two hundred feet high. The nave measures sixty by one hundred and ten feet, and the transepts forty-five by ninety feet, and the building is capable of seating fifteen hundred persons. The dimensions of the lot, on which a fine parsonage is situated, are one hundred and fifty by one hundred and forty feet. The total cost of the ground and buildings was one hundred and twenty thousand dollars.

The pastors have been Revs. Hermann Walther, Z. F. W. Walther (brother to the former), Pastors Wienigen, Schaler, Brauer, and the present pastor, Rev. Otto Hanser. The parochial schools are conducted in two buildings, one on Victor Street and the other at Eighth and Barry Streets. They are attended by six teachers and four hundred scholars, who, in lieu of attending Sunday-school, assemble at stated periods for instruction and examination in religious subjects. The congregation embraces two hundred and twenty-five families.

Immanuel's Church, U. A. C.—Immanuel's Evangelical Lutheran Church, U. A. C., situated at the southeast corner of Morgan and Sixteenth Streets, was organized in 1848 by the Rev. F. Buenger, its first pastor, who died Jan. 23, 1882. His successor was the Rev. Gustavus Wangerin, who took charge on the 16th of August following, and is still the pastor. The first church erected by the congregation stood at the corner of Eleventh Street and Franklin Avenue. It was destroyed by fire on the 9th of December, 1865, the walls only being left standing. These were at once roofed over, and the building was still used for worship until the present edifice was ready for occupancy, when the former property was

sold and converted to business purposes. The present church was dedicated March 22, 1868, and the exercises were continued on the following day, Monday, March 23d. It is a noble Gothic edifice of brick, sixty by one hundred and thirty-five feet, and will seat fifteen hundred persons. The steeple is two hundred and nine feet, and rises from the main portal. Situated on the same lot are a handsome pastoral residence and a fine parish school building sixty feet square and two stories high, capable of seating three hundred and eighty-four scholars. There are three teachers and one hundred and eighty-eight pupils connected with the school. The cost of the ground and buildings was about one hundred and eighteen thousand six hundred dollars. The congregation comprises one hundred and eighty families and a membership of five hundred persons. The Norwegian Evangelical Lutheran Church, Rev. J. Johansen, pastor, a small congregation of about twenty families, assemble for worship in the parish school building on Sundays.

Evangelical Lutheran Church of the Holy Cross (Saxon).—This congregation, whose church is located on Miami Street, between Texas and Ohio Avenues, Rev. G. Stoekhardt, pastor, was organized in 1858 as the Third District of the First Evangelical Lutheran Congregation of the Unaltered Augsburg Confession in St. Louis, and until the erection of the present church building held its religious services at Concordia College. The corner-stone of the church building was laid on Trinity Sunday, 1867, and the edifice was dedicated on the second Sunday in Advent, 1867. It is located on the old cemetery of the congregation, which is no longer used for burials, this church, together with Dreinigkeits Church, now owning a cemetery near Gravois road. The old graveyard is three hundred by five hundred feet in area, and the church building is forty-five by sixty-five feet, and has five hundred seats. It cost thirty thousand dollars, and is a handsome edifice of modernized Gothic architecture. The tower and steeple are one hundred and seventy-five feet in height, and the general appearance of the structure is very pleasing. The parsonage on Texas Avenue stands on a lot fifty by seventy-five feet, and the house and lot are valued at two thousand dollars. The church has had two pastors,—Rev. Theodore Brohm, appointed June 22, 1858, and Rev. G. Stoekhardt, Oct. 13, 1878. The parish comprises one hundred and twenty-five families, or about six hundred and fifty persons, in addition to the students of Concordia College, and there are five hundred communicants. No Sunday-school is conducted by the church, but the parish maintains a

¹ The initials U. A. C. are an abbreviation of the term Unaltered Augsburg Confession, used to distinguish this particular branch of Lutherans.

flourishing day school, attended by three teachers and one hundred and eighty pupils. It was established in 1850, and first occupied a building erected for the purpose in 1851 in the Concordia College grounds. The present school-house is situated on the northwest corner of Ohio Avenue and Potomac Street. It was built in 1872, is thirty-five by sixty feet in size, and will seat two hundred and ten pupils.

St. Trinity Church (German), U. A. C., east side of Sixth Street, between Robert and Koeln Streets, South St. Louis, Rev. C. F. W. Sapper, pastor, was organized in 1860, and the first house of worship was dedicated on the third Sunday in Advent of that year. It is a two-story brick building, twenty-eight by forty feet, situated opposite the present church. It was used both for worship and school purposes, but is now entirely occupied by the school. The present edifice was dedicated on the third Sunday after Trinity, 1873. It is a handsome Gothic structure of brick, forty-five by one hundred feet, with a spire one hundred and fifty feet high, and will seat six hundred persons. The lots owned by the church measure two hundred by one hundred and fifty feet, and the property is valued at twenty-five thousand dollars. The pastors have been Rev. O. Hanser, appointed in 1860; Rev. M. Hamann, appointed in 1862, and the present pastor, who has served since 1866. This was the first German, and is still the only Lutheran congregation in Carondelet. It embraces one hundred and twenty families, with one hundred and five voting members, and eight hundred communicants. The parochial school, established simultaneously with the church, is conducted by two teachers, and attended by one hundred and twenty pupils. The cemetery connected with the church is located on Lami Ferry road, two miles south of Carondelet.

Zion Church, U. A. C. (German), situated on the southeast corner of Warren and Fifteenth Streets, Rev. George Link, pastor, was organized in 1860 by Rev. Frederick Boese, its first pastor. The present pastor was appointed in August, 1873. The church is a brick edifice, forty-five by seventy-five feet, of two stories, with a lecture-room on the first floor. A fine parsonage adjoins the church on the east. The parochial school building, erected in 1868, stands in the rear of the church, and the school comprises four teachers and two hundred and twenty pupils. The church lot is one hundred by one hundred and eight feet. Two hundred and twenty families compose the parish, and the communicants number twelve hundred. As is frequently the case in this denomination, no regular Sunday school is conducted, but the chil-

dren of the parish school are required to attend a class for instruction and examination in the catechism, the pastor conducting it in person.

St. Paul's Church (German), U. A. C.—The Evangelical Lutheran St. Paul's Church (German) was organized in 1862 at Lowell, North St. Louis, and first assembled for worship in a hall on what is now De Soto Avenue and Benedict Street, and in 1863 built a small frame church, which has since been converted into a dwelling. Rev. G. R. A. Claus, who organized the congregation, was its first pastor. The corner-stone of the present building, which is situated at the northeast corner of Prairie Avenue and Von Phul Street, was laid on Sunday, July 28, 1872, and the completed structure was dedicated May 25, 1873, Rev. J. H. Ph. Graebner, of St. Charles, Mo., preaching the sermon. On this occasion the second pastor of the church, Rev. I. Achilles, was installed. It is a brick building with a steeple, and its dimensions are thirty-four by sixty-eight feet. In the first story the parochial school is located, with two teachers and one hundred and two pupils. The present pastor, Rev. C. C. E. Brandt, was installed on Nov. 5, 1876, Revs. Professor G. Schaller, George E. Link, O. Lenk, and M. Hein being the officiating clergymen. There are now one hundred and five families, about five hundred persons, connected with the church, of whom fifty-two are members (voters), and three hundred and forty-five communicants. There are a Young Men's and Young Ladies' Society in full vigor, and in lieu of Sunday-school the pastor conducts a catechism class and examinations on Sunday afternoons.

St. John's Church (German), U. A. C., corner of Morgan Ford road and Chippewa Street, was organized in 1865 by Professor August Craemer, its first pastor. The congregation worshiped in the Episcopal Church until, in 1866, it began to occupy its present building, a frame structure with a seating capacity of one hundred and fifty. The church owns one acre of land, and is about to erect a second and larger building. Rev. Hermann Bartels, its second and present pastor, was ordained and installed by Professor Craemer, Aug. 1, 1875. About sixty families, with two hundred communicants, are connected with the congregation. The Sunday-school has eighty pupils, and the parochial school the same number.

Bethania Church, U. A. C. (German), Natural Bridge road, near Spring Avenue, Rev. M. Martens, pastor, was organized in 1872, by Mr. Mangold, who had previously conducted a private school, which then became the school of the parish. Rev. Mr. Heine was the first pastor. The congregation numbers about sixty members, and there are seventy pupils connected

with the day school. The building is a frame chapel, which is also used for the day school, under the charge of H. Papke.

St. Mark's English Lutheran Church.—St. Mark's English Evangelical Lutheran Church was organized on the 14th of May, 1867, at the residence of John A. J. Shultz, No. 1116 North Twentieth Street, by John A. J. Shultz, D. C. Siegrist, R. R. Honeyman, and their wives, with others. Their first house of worship was situated at the corner of Wash Street and Elliott Avenue. Its corner-stone was laid Sept. 6, 1868, and the completed building was dedicated on the 21st of January, 1872. The edifice was of brick, of Doric architecture, and its erection was superintended by G. W. Berry, after designs by C. S. Artaugh. The dimensions of the building were forty-five by sixty feet, and those of the lot on which it stood fifty by one hundred and thirty-two feet. The exterior was plain, but the interior is described as having been neat and attractive. Rev. Mr. Rhodes officiated, and the music was rendered by the "St. Cecilia Vocal Union," directed by Professor Malmene. The building cost twenty-two thousand dollars, and was sold in 1881 for seven thousand five hundred dollars. The church has had three pastors,—Rev. S. W. Harkey, D.D., Professor J. B. Corbet, and Rev. M. Rhodes, D.D.

At the beginning of Dr. Rhodes' pastorate, ten years ago, the congregation numbered only twenty members, and the church was embarrassed with a debt of twelve thousand dollars. This has since been paid off, and the membership has increased tenfold. The congregation is in a highly prosperous condition, and during the last ten years has contributed thirty thousand dollars to the benevolent operations of the church. The lot at the southwest corner of Bell Street and Cardinal Avenue, on which the present edifice stands, is most eligibly situated for its purpose. It is seventy-five by one hundred and thirty-four feet in area, and was purchased in 1880 for five thousand two hundred and fifty dollars. The corner-stone of the building was laid May 29, 1881, and the lower or lecture-room was first occupied Feb. 19, 1882. The completed church was formally dedicated Sunday, Oct. 1, 1882, on which occasion the exercises were participated in by a number of ministers from other churches, among whom were Rev. Drs. W. V. Tudor, James H. Brooks, W. W. Boyd, C. E. Felton, C. L. Goodell, H. D. Ganse, T. M. Post, and Rev. W. H. Black, of St. Louis; Rev. Dr. S. A. Ort, president of Wittenberg College, Springfield, Ohio; Rev. Dr. G. F. Stelling, of Omaha, Neb.; Rev. Dr. F. Springer, president of the Synod of Central Illinois, and others. The edi-

fice, which is entirely unique among the churches of the city, was designed and erected under the supervision of C. K. Ramsey, architect, and combines several styles of architecture, English Gothic predominating. The exterior dimensions of the building are seventy-five by one hundred and twenty feet. The main auditorium is sixty-five by ninety-five feet and thirty-six feet in height, and is arranged in the form of an amphitheatre; it will accommodate eight hundred persons, and is noted for the excellence of its acoustic properties. The walls are frescoed in oil, and the windows are of cathedral glass, rich in color and design. The church is furnished in walnut richly carved, and the organ is built in an alcove to the left of the pulpit, with a balcony extending for the choir. The basement contains three furnaces, a dining-room, kitchen, and other rooms. The lecture-room seats four hundred and fifty persons, and there are also class-rooms, a library, and other apartments for the use of the pastor and congregation. Altogether St. Mark's is one of the most complete and thoroughly appointed church structures in the country. As its pastor, Rev. M. Rhodes, D.D., says, "The whole edifice is a picture, a harmony, a magnificent tribute to the skill of the designer and the liberality of a joyous and favored people." The entire cost of the lot, building, and furnishing was a little over sixty thousand dollars. The present membership of the church numbers three hundred persons, and the Sunday-school is attended by two hundred and eighty pupils. A week-day school is conducted in the building, and is attended by one hundred and twenty-five scholars.

HEBREW CONGREGATIONS.

United Hebrew Congregation.—The oldest religious association of Hebrews in St. Louis is that of the "United Hebrew Congregation," Rev. Henry J. Messing, rabbi, located at the southeast corner of Olive and Twenty-first Streets. Its organization was effected in the spring of 1839, at the house of H. Marx, on Locust Street, between Third and Fourth Streets. A. Weigel was elected president, and services were held at first in a house on Carondelet Avenue, in the section then known as Frenchtown. In September, 1848, the society removed to a brick building on Fifth Street, between Washington Avenue and Green Street, which was consecrated on the 27th of the same month. In 1855 a lot on the east side of Sixth Street, between Locust and St. Charles Streets, was purchased from Judge W. Beirne for the sum of six thousand two hundred and forty dollars, on which a synagogue was erected. The work of construction was commenced in 1856, and the build-

ing was consecrated on the 17th of June, 1859, Rev. Dr. Raphael, of New York, officiating. It was a substantial and elegant structure of brick with cut-stone foundations, and school-rooms in the basement, stained windows, a gallery around the whole audience-room, and seats for about nine hundred persons. It was in the Romanesque style of architecture, forty-two feet front and eighty feet two inches in depth, and cost twenty-one thousand dollars. Its erection was specially due to the energetic labors of A. J. Latz, aided by other members of the congregation.

The Sixth Street property was sold in 1879. The synagogue now occupied by the congregation (at the corner of Olive and Twenty-first Streets) was completed in 1880, and is a lofty and handsome structure of brick, its dimensions being sixty by ninety-six feet.

In 1844, A. J. Latz purchased a lot on Pratte Avenue for a Hebrew cemetery, which was deeded to the trustees of the society by John Farrell, and was used for burial purposes until 1856, when Mount Olive Cemetery, in Central township, was given to the society by the B'nai Jeshurem congregation, which had purchased it in 1854. The present owners have erected on it a building costing five thousand dollars, and have greatly improved and beautified it. A. Gershon has been its superintendent for many years. The society now numbers one hundred and thirty members, and its officers are P. F. Myers, president; Abraham Spiro, vice-president; Falk Levi, treasurer; M. P. Silverstone, secretary; H. Rosinski, M. Kempf, Joseph Davis, Simon Zork, Joseph Rheinholdt, A. B. Jach, and Hermann Levi, trustees.

B'nai El Congregation, northeast corner of Chouteau Avenue and Eleventh Street, Rev. M. Spitz, D.D., rabbi, was established about 1839 or 1840. It worshiped subsequently in a building at Sixth and Cerré Streets, which was finished in 1855, and consecrated on the 7th of September of that year. It formed an octagon of about seventy-five feet in diameter, and terminated in a cupola. The seating capacity was about three hundred persons. In 1875 the present building (at Chouteau Avenue and Eleventh Street) was purchased from the Chouteau Avenue Presbyterian Church for fourteen thousand dollars, and was refitted so as to be adapted to Hebrew forms of worship. About the same time the Sixth Street property was sold to the Episcopalians for the Good Samaritan Church (colored).

Temple of the Gates of Truth.—In 1866 an association of some seventy wealthy Israelites of St. Louis was chartered under the name of the St. Louis Temple Association. The first president was Alex-

ander Suss, and the other officers were Isaac Hoffheimer, vice-president; T. Rosenfield, secretary; Joseph Weil, corresponding secretary; and Bernard Singer, S. Schiele, T. L. Bothahn, Isaac Hellman, M. Lansdorf, L. R. Strauss, Leopold Steinberger, M. L. Winter, P. Seligmann, S. Marx, and Levi Stern, directors. They were all laymen, and in the formation of their association were guided by the desire to "escape dogmatic discussions and dissensions," and to "bring the Israelitish form of worship into harmony with the views and principles of modern society." With this object in view they introduced the organ and choral singing into their services, and ordered that "the old oriental habit of entering the audience-room with covered heads be abandoned."

T. W. Brady was selected as the architect for the house of worship, which it was decided to build at the northeast corner of Seventeenth and Pine Streets, and on the 24th of June, 1867, the corner-stone of the structure was laid with Masonic ceremonies by the Grand Lodge of Missouri. Dr. Wise, of Cincinnati, was the orator of the occasion. The building, which is still used by the congregation, has a frontage of seventy-one feet on Seventeenth Street and a depth of one hundred feet on Pine Street, the dimensions of the lot being one hundred and ten by one hundred feet. The temple is a handsome edifice, its architecture being modeled after the Moorish style, and the façade is flanked by two towers, each fifteen feet six inches square. The building was dedicated in August, 1869. At that time the trustees of the congregation were Isaac Hoffheimer, president; M. Lansdorf, vice-president; Levi Stern, treasurer; Joseph Rosenfield, secretary; and A. Kramer, B. Hysinger, A. Wise, Joseph Weil, H. S. Winter, L. M. Hellman, S. Sandfelder, B. Singer, M. Friede, L. Steinberger, and A. Suss. Six months previously the old society had been organized into a congregation under the name of the "Gates of Truth congregation," and the following trustees elected: B. Hysinger, president; A. Kramer, vice-president; A. Frank, treasurer; and Messrs. Hoffheimer, Steinberger, Rosenfield, Wise, D. Dillenberg, S. Schiele, and M. Lansdorf.

While adhering to the essentials of the Jewish faith, the congregation, as indicated above, has discarded many of the ancient forms and ceremonies of the Jewish ritual. Rev. S. H. Sonneschein, the present rabbi, is a man of wide and liberal culture, and has been a frequent lecturer on historical and other topics. He has repeatedly tendered the use of his temple to Christian congregations, and is eminently popular among Christian ministers, as well as foremost in all public charities and reformatory move-

ments. The society is a large one, and connected with it is a well-attended Sabbath-school.

Congregation "Scheerish" Israel, 926 North Sixth Street, is a religious association of Hebrews who occupy a rented room and worship according to the most ancient forms. The present officers are M. Harris, president; H. Abrahams, vice-president; L. Lipman, secretary; J. H. Abrahams, treasurer; D. Privor, L. Michael, H. Rosenberg, A. Cohen, M. Schuchat, and P. Whol, trustees.

Chebra Kadish Congregation meets for worship on Seventh Street, between Franklin Avenue and Wash Street. Rev. M. Leberstin is rabbi.

BETHEL ASSOCIATION.

The **St. Louis Bethel Association**, located at 300 and 302 North Commercial Street, Rev. Peter Kitwood, chaplain, is an auxiliary of the Western Seamen's Friend Society. The headquarters of this society are at Cleveland, Ohio, and its ramifications extend throughout the West. The work in St. Louis was commenced in 1841, a meeting having been held on the 16th of June of that year for the purpose of devising measures for the establishment of "a Bethel Church for the use of the boatmen and watermen of the Mississippi." Rev. Wesley Browning presided, and resolutions were adopted to the effect that the work be undertaken without delay, and that two committees be appointed, one to procure a room and engage a minister, and the other to prepare a constitution for an association to be called "The St. Louis Port Society," under whose control the proposed Bethel Church should be placed. The committee appointed to secure the minister and a room was composed of F. W. Southack, Dr. Knox, John H. Gay, John Thompson, Samuel C. Davis, J. P. Sarpy, and L. Farwell. The committee chosen to draft the constitution consisted of George K. Budd, George Kingsland, Edward Tracy, Theodore Labeaume, Joseph Tabor, M. De Lange, A. Hamilton, Edward Dobyms, J. G. Dinnies, and C. D. Drake.

The mission does not appear to have been permanently successful, for in December, 1848, a meeting was held at the Westminster Presbyterian Church, of which Rev. W. S. Potts, D.D., was chairman, for the purpose of forming an association for the promotion of the moral and physical interests of the Western boatmen. The meeting resulted in the formation of the "Western Boatmen's Union of St. Louis," to the chaplaincy of which the Rev. Charles S. Jones was unanimously elected. Mr. Jones entered upon the discharge of his duties on the 22d of April, 1849. His first sermon to boatmen was preached to a con-

gregation of some eight or nine persons in a Methodist Church. Subsequently the use of Westminster Church was procured for afternoon service, in which building he continued to preach until the great fire of May 17, 1849. He then departed for the East, and commenced a vigorous canvass of the Eastern churches for funds to aid in the building of a Boatmen's Church. In this mission he was so far successful as to collect some fifteen hundred dollars. On his return he commenced divine services in the "Odd-Fellows' Hall." Subsequently a lot of ground was leased, on which an edifice was erected at a cost of fifteen thousand dollars, capable of accommodating between six and seven hundred persons, and fitted up, embellished, and arranged so as to be ostensibly and peculiarly a "Boatmen's Church." This building was located on Green Street, between Second and Third, near the river, and was said to be the first organized church of the kind west of the lakes. It was dedicated on the 21st of March, 1852. The officiating ministers were the pastor, Rev. Charles J. Jones, Rev. J. C. Abbott, Rev. Dr. Kavanaugh, and Rev. J. A. Lyon.

The mission proved successful during the time it was under the direction of Mr. Jones, but the church became involved, Mr. Jones was called to New York, and the institution practically collapsed, the building being appropriated to other purposes. It was also too remote from the Levee for convenience of the class intended to be benefited by it. Matters thus remained until 1868, but in that year the enterprise was revived, and a room in the Boatmen's Building, on the northwest corner of Vine Street and the Levee, was rented for the purpose of establishing regular religious services and a Sunday-school for boatmen and their families and others near the Levee not provided for by the city churches. The hall was dedicated March 14, 1869, the exercises being under the management of Gen. C. B. Fisk, president of the association, assisted by the directors, a number of clergymen, and boatmen from St. Louis and other cities. The following were the officers of the institution at that time: Managers, E. D. Jones, William C. Wilson, George Partridge, John G. Copelin, E. O. Stanard, Nathan Ranney, Clinton B. Fisk, Samuel Cupples, Austin R. Moore, Thomas Morrison, Joseph Brown, James Richardson, Isaac M. Mason, Thomas Rutherford, Nathan Cole. Officers, C. B. Fisk, president; Samuel Cupples, vice-president; Austin R. Moore, secretary; William C. Wilson, treasurer; Executive Committee, Joseph Brown, William G. Wilson, Samuel Cupples, C. B. Fisk, I. M. Mason; Chaplain and District Superintendent, Rev. M. Himebaugh; Corresponding Secretary, Rev. A. Wheeler, D.D., of Cleveland; President

and General Superintendent Western Seamen's Friend Society, Rev. B. Frankland, of Cincinnati.

In 1875 the mission was removed to 300 North Commercial Street, and in the spring of 1882 the adjoining building was added, doubling its capacity. The buildings are in the centre of the wholesale business portion of the city and of the steamboat traffic. They were erected and had been used for stores, and front both on Commercial Street and the Levee, four stories on the former and five on the latter. The two stores on the first floor (Commercial Street) have been thrown into one and constitute the chapel, in which a congregation of one thousand people have assembled. The floor beneath (entered from the Levee) is used as a restaurant, where poor working-men may obtain bread and a bowl of coffee for five cents, or a meal for ten. The upper stories are used as class-rooms, sewing-rooms, etc., and (the highest floor of all) as a dormitory, where over one hundred men find nightly lodgings at a cost of ten cents. The work of the Bethel is divided into two classes, religious and secular. The religious work comprises a Sunday-school, held in the afternoon (no services are held on Sunday mornings), attended during the winter months by forty to fifty teachers and over eight hundred scholars; a regular church service on Sunday evenings, attended by an average congregation of from two hundred to three hundred, of whom about one hundred are communicants; separate classes for religious and secular instruction, on Sundays and weekdays, for white mothers, colored mothers, colored boys, and colored girls, and several weekly prayer-meetings. The secular work is under the superintendence of David Crofton, and embraces the management of the restaurant and dormitory above mentioned, where deserving objects of charity are fed and lodged gratuitously; maintenance of outside charities among the worthy poor, for whom rent is paid, and to whom food and clothing are supplied, and of a sort of savings institution, consisting only of an iron safe, in which poor roustabouts and others are induced to deposit their earnings for safe-keeping instead of squandering them, and the deposits in which now amount to about two thousand two hundred dollars; and finally the work of the Ladies' Bethel Association, who conduct sewing-classes for girls and for mothers, teaching them to sew, and rewarding them with the fruits of their industry, the ladies themselves devoting one day of the week (Friday) to making garments and distributing them among the poor. Over one thousand children were clothed in 1882, and the Saturday sewing-school is attended during the winter by fully three hundred girls.

The officers of the Ladies' Bethel Association are Mrs. J. A. Allen, president; Miss Ellen Budd, vice-president; Mrs. George S. Edgell, secretary; Mrs. Chapman, treasurer. Two lady city missionaries are employed, Mrs. Margaret Skinner and Miss R. A. Manning, whose chief work is among the poor. The managers of the Bethel are Nathan Cole, president; G. S. Paddock, vice-president; J. C. Hall, secretary; George A. Baker, treasurer; Isaac M. Mason, J. H. Wear, John W. Larimore, H. N. Spencer, E. E. Souther, George S. Edgell, W. W. Carpenter, D. R. Wolfe, Leonard Matthews, D. Crawford, Jos. Specht, and P. Kitwood, directors. The Bethel is supported by voluntary contributions, and extends its benefits to all the poor, regardless of creed or color, the white and colored people having separate rooms for classes and lodging. It is affiliated with no religious denomination, but is aided by all. Its chaplain, Mr. Kitwood, is a man of untiring energy, and devotes his efforts specially to elevating the morals of the people in his field of labor.

SWEDENBORGIANS.

The First New Jerusalem Society of St. Louis, Lucas Avenue near Ewing Avenue, was organized by Rev. T. O. Prescott, of the Cincinnati New Church, at the house of Charles Barnard, druggist, on Morgan Street, between Tenth and Eleventh Streets, on Sunday, Nov. 20, 1842, with the following constituent members: Joseph Barnard, Francis B. Murdock, Charles R. Anderson, Eliza B. Anderson, Susan Barnard, Margaret Barnard, John H. Barnard, and Timothy Keith. On the following evening, at the house of John H. Barnard, on Morgan, between Ninth and Tenth Streets, a constitution was adopted, and Joseph Barnard was elected reader and F. B. Murdock secretary. It was decided that the congregation should meet for worship alternately at the houses of Charles and John H. Barnard and F. B. Murdock, the latter being at the southeast corner of Fifth and Elm Streets. From a paper bearing date March 27, 1843, it appears that a number of persons subscribed the sum of sixty-three dollars, in amounts ranging from one dollar to five dollars, for the purchase of New Church books, and on the 11th of May, 1843, a "society for the examination of the writings of Emanuel Swedenborg" was established, with Elijah C. Eads, J. H. Barnard, C. R. Anderson, Charles Barnard, Timothy Keith, and Joseph C. Edgar as constituent members. To these were subsequently added twenty-two others, among whom were Thomas H. Perry, B. G. Child, George F. Lewis, J. H. Brotherton, Richard Rushton, George I. Barnett, John Warden, and Charles Gleim. The society continued to meet in

private, and rented rooms for reading and discussion, and assembled for the last time "at the school-rooms of the late Professor T. H. Perry, former secretary of the society," May 17, 1849, and "was adjourned indefinitely." The New Jerusalem Society, however, continued to exist, and in October, 1847, reported twelve members, one of the original number having died, and a Sunday-school, organized Sept. 19, 1847, with fifteen scholars. On the 5th of December, 1847, a room was rented for meetings at the corner of Washington Avenue and Fifth Street, and Professor T. H. Perry, licentiate, preached every Sunday. On the 20th of August, 1848, Thomas H. Perry was ordained to the ministry in Peoria, Ill., by Rev. J. R. Hibbard, and was installed pastor of the St. Louis Society, but died in May, 1849. In the winter of 1849-50, Rev. George Field delivered a course of lectures in St. Louis, and on the 20th of April, 1850, he was elected pastor of the society, the election to date from October 1st following. He was installed Oct. 27, 1850, and resigned October, 1852. Soon after his installation he insisted on a change in the constitution which should make baptism by a New Church minister essential to membership or admission to the Lord's Supper. On this question the society divided, the majority, seventeen in number, indorsing the pastor. They seceded with him, and formed, April 17, 1851, the St. Louis New Church Society. The minority (of twelve members) met once, May 9, 1851, after the division, but there is no record of their existence since that time. On the 20th of May, 1850, a stock company was formed for the purpose of building a church, and on the 10th of October, 1850, the society met in its own hall, at the southeast corner of Sixth and St. Charles Streets. This property passed into the hands of the seceding society, of which Dr. C. W. Spalding was the leading member, being chosen at the first election president, superintendent of Sunday-school, and leader of the choir.

On the 1st of June, 1852, a lease for the lot at Sixth and St. Charles Streets was executed to the society by George F. Lewis, and on the 14th of June a building committee was appointed for the erection of a two-story building, the lower part to be rented as a store, and the second story to be used as a hall for worship. After the resignation of Mr. Field, the meetings were for the most part suspended until Aug. 30, 1856, when nineteen persons appeared at a called meeting, abolished the obnoxious baptismal requirement, and reorganized the society on a basis of first principles. Late in 1857 the society fell into pecuniary embarrassments, and the hall was rented to other parties. On the 26th of January, 1858, nine mem-

bers withdrew, and but a precarious existence was maintained, with occasional visits from Revs. George Field, Chauncey Giles, C. A. Dunham, and others, until January, 1864, when regular meetings were resumed and conducted by John Jay Bailey as reader, to which office he was elected July 7, 1864. He was licensed to preach by the General Convention, Oct. 19, 1864, and resigned the leadership of the society Jan. 11, 1866, at which time it had increased to forty active members. Rev. Charles Hardon was elected pastor March 14, 1866, and resigned June 24, 1867. Rev. Mr. Brickman supplied the pulpit during the fall of 1867, and Rev. J. B. Stuart was elected pastor Jan. 9, 1868, and resigned June 1, 1871. He reorganized the society and gave it the name of "The First Parish of the New Church in St. Louis," by which title it was incorporated March 28, 1868, with forty-six members. Its government was vested in a board of wardens, the first elected members of which were William Chauvenet, John H. Barnard, George W. Simpkins, John Warden, E. C. Sterling, George F. Lewis, G. B. Stone, R. L. Tafel, John Jay Bailey, C. S. Kauffman, David R. Powell, and Charles R. Anderson. In May, 1868, Mr. Stuart called a convention of New Church Societies in Missouri, and organized them into the diocese of Missouri, of which he was made bishop. After his departure a return to first principles was inaugurated, and on the 6th of May, 1874, the "Missouri Association" (as the "diocese" had come to be called) was finally dissolved. On the 21st of October, 1877, the "parish" was reorganized as the original First Society of the New Jerusalem in St. Louis, and was chartered March 8, 1878. On the 16th of March following the "parish" transferred to the society all its possessions and became extinct. The lease of the church lot expired June 1, 1872, and the building was sold for two thousand dollars, a lot forty feet front (the present site) purchased for four thousand dollars, and a chapel capable of seating one hundred persons erected on it at a cost of nine thousand and fifty dollars. The building was first occupied Sept. 29, 1878. During 1873-74, Rev. James E. Mills officiated as leader of the society, and services were subsequently conducted by a reader. On the 3d of December, 1878, Rev. E. A. Beaman was employed to preach two Sundays in the month, and on the 1st of October, 1882, Rev. A. F. Frost commenced an engagement as preacher, but no regular pastor was chosen. The constitution of the parish received, all told, one hundred and six signatures. The present society has had, in all, thirty-eight active members, now reduced by deaths to thirty-four, and the congregation numbers about seventy persons.

The Sunday-school has five teachers and about forty pupils.

The German New Jerusalem Society, corner of Twelfth and Webster Streets, was organized in 1854, and at one time worshiped at the corner of Howard and Fourteenth Streets. Its congregation numbers about two hundred, and about one hundred children attend the Sunday-school.

CHRISTIAN CHURCHES.

The Christians, or Disciples of Christ, more popularly known as "Campbellites," from Alexander Campbell, their foremost leader, who professed to restore the simple faith and worship of the primitive Christians, and discarding all creeds, to take the Bible for the sole guide in life and doctrine, have now three organizations in St. Louis, viz.:

First Church, southwest corner of Olive and Seventeenth Streets, Elder W. T. Tibbs, pastor.

Central Church, northeast corner of Washington Avenue and Twenty-third Street, Rev. J. H. Foy, D.D., pastor.

North St. Louis Church, southwest corner of Eighth and Mound Streets, Elders George Anderson and G. Jackman, pastors.

These three congregations sprang successively from a small gathering of Campbellites, originally only seven members, which met on Sundays at a private residence, and which in 1842 had increased in number to twenty-seven persons, with Elder Robert H. Fife as leader. They next rented a small school-room on Morgan Street, and a year later rented Lyceum Hall, and called to the pastorate Dr. W. H. Hopson, then a young man, who afterwards became one of the most prominent ministers in the denomination. Owing to his energy and activity the congregation increased so rapidly that in 1845 it removed to a more commodious building on Sixth Street and Franklin Avenue. Elder Jacob Creath was the next pastor for two years, and was succeeded by Elder Joseph Patton, who died in 1850. The church next purchased a lot on Fifth Street, between Franklin Avenue and Wash Street, and erected a building at a cost of twenty-five thousand dollars, which was dedicated Aug. 15, 1852, by the pastor, Elder Samuel S. Church. The structure was of the early English Gothic style of architecture, and its dimensions were sixty by one hundred and seven feet six inches, the seating capacity being about eight hundred persons. Mr. Church died some years later, and was followed by Elder Proctor, whom ill health caused to resign in 1861. In June, 1863, the church purchased from D. A. January the building now occupied, at the southwest corner of Olive and

Seventeenth Streets. It had been St. Paul's Protestant Episcopal Church, but was closed and sold for debt in 1861. It was dedicated in July, 1863, by the pastor, Elder Benjamin H. Smith, whose successors in the pastorate have been Elders Henry H. Haley, Henry Clark, John A. Brooks, O. A. Carr, Dr. W. H. Hopson, their first minister, who returned in 1874 and remained one year; T. P. Haley, who took charge in 1875 and resigned in November, 1881, leaving the church without a pastor until the appointment of Elder W. T. Tibbs, of Kentucky, early in 1882. In 1870 the question as to whether an organ should be placed in the church caused dissensions in the congregation, and in June, 1871, a large number who favored instrumental music withdrew and formed a new congregation, now called Central Church. They met in a hall at Fourteenth and St. Charles Streets, and in 1875 purchased the lot on which they erected their present house of worship, which they supplied with an organ and an efficient choir. Their first pastor, Elder Enos Campbell, was called to the charge at the time of the secession from the First Church and remained until 1879, when the present pastor was called. The congregation at Eighth and Mound Streets has long been a small and struggling one, but now, under its two able leaders, is beginning to increase and flourish. The First Church reports a membership of one hundred families and three hundred communicants, and twelve teachers and seventy-five pupils in the Sunday-school; the Central has two hundred members, and fifteen teachers and one hundred scholars in the Sunday-school; and the North St. Louis comprises about sixty families and one hundred members, with nine teachers and one hundred children in the Sunday-school.

CONGREGATIONAL CHURCHES.

First Congregational Church.—The first Congregational Society established in St. Louis was organized in the spring of 1852, and was an offshoot from the Third Presbyterian Church. In 1847, Rev. Truman M. Post, D.D., arrived in St. Louis under an engagement for four years as pastor of what was then the Third Presbyterian Church, whose members worshiped on Sixth Street, between Franklin Avenue and Wash Street. This congregation had been organized in April, 1842, by eighty-five members of the First Presbyterian Church, who had been dismissed for that purpose, and Dr. Post continued to serve as its pastor until about the time of the organization of the Congregational Society. At the request of several leading citizens, Dr. Post preached, on the 11th of January, 1852, a discourse on Congregationalism and

the expediency of forming a Congregational Church in St. Louis, and on the 14th of March following the First Congregational Society was organized by sixty-seven members of the former Third Presbyterian Church and ten others. The interest of the other owners in the building on Sixth Street was purchased, and the new organization continued to worship there with Dr. Post as pastor. Shortly afterwards the sum of twenty thousand dollars was raised by subscription, and a lot at the northwest corner of Tenth and Locust Streets was purchased. On the western edge of this lot a chapel was erected, into which the congregation moved in December, 1855, having sold the Sixth Street property and with the proceeds liquidated the debt incurred in building the chapel. The cornerstone of the main church edifice was laid in the spring of 1858, and the basement was occupied on the 16th of October, 1859. The chapel was then rented to the Homœopathic Medical College, and on the 4th of March, 1860, the church was dedicated, its entire cost being fifty-five thousand dollars. Since 1879 the building has been rented to the Young Men's Temperance Union. Its dimensions are one hundred by seventy feet, and it occupies a lot one hundred and two by eighty feet. It is a brick structure, with a solid stone basement. In 1863 the congregation found itself burdened with a debt of forty thousand dollars, and at the annual meeting of that year it was determined to liquidate it. The sum of ten thousand dollars was subscribed on the spot, ten thousand dollars more was obtained by subscription soon afterwards, and in 1864 the chapel property was sold, the society being thus lifted out of debt. Pilgrim Church was founded as a colony from the First in 1866, and during the same year several members withdrew for the purpose of forming the Webster Grove Church. The location of the First Church became from year to year more and more unsuitable, owing to the removal of population westward, and finally the present site of the church (Delmar and Grand Avenues) was purchased, and a wooden chapel erected, which the congregation first occupied in February, 1879, and in which it still continues to worship. In January, 1872, Dr. Post tendered his resignation as pastor, but withdrew it at the urgent request of his congregation, and on the 1st of January, 1882, he was allowed to retire from the active duties of his charge, his congregation, however, continuing him in honorary connection with the pastorate, under the title of Pastor Emeritus. The present pastor is the Rev. J. G. Merrill.

Rev. Truman M. Post was born in Middlebury, Vt., June 3, 1810. His father, a lawyer, died before

he was a year old, and his training devolved upon his mother. He attended the common schools of his native place, but studied and read independently of his teachers, his progress being so rapid that at the age of fifteen he entered Middlebury College, a self-taught and rather precocious young man. He graduated from this institution when only nineteen years old, as valedictorian of his class. He was then engaged for a year as principal of the Castleton Academy, and for two years as a tutor at Middlebury College. He then began the study of law, but he had also a decided bias for theological investigation, and in 1831, while a tutor at Middlebury, he was led to change his purpose. Accordingly, in the autumn of 1832, he went to Andover, with the view of pursuing a course of study for the Christian ministry, but when about to make profession of Christianity he found himself debarred from communions which seemed genuinely representative by creeds which required, as conditions of membership, categorical statements of belief which seemed to him speculative, and as to which he had no positive convictions. These difficulties not yielding, he turned again to the law, and in the prosecution of his studies spent the winter of 1832-33 in Washington, where he was a constant attendant upon the sessions of the Supreme Court, and a deeply-interested spectator of the exciting oratorical contests between Webster, Calhoun, and other giants of the period, which marked the close of the old *régime* and the inauguration of a new political era.

While yet in doubt as to his future course, Mr. Post was persuaded by Gen. (afterwards Governor) Duncan, of Illinois, to visit the West, and in the spring of 1833 started thither, passing a few days at Cincinnati, where he made the acquaintance of Salmon P. Chase, then a young lawyer, whose friendship he retained through life, and of Dr. Lyman Beecher, who advised him as to his religious difficulties. He arrived at St. Louis in May of that year, and made arrangements to enter the law-office of H. R. Gamble. Before settling down to his new career, however, he visited his friend, Gen. Duncan, at Jacksonville, Ill., and soon after his arrival there was prevailed upon to accept a temporary engagement as assistant instructor in Illinois College, at that point. This temporary arrangement was soon made permanent, and resulted in a stay of fourteen years at Jacksonville.

In the fall of 1833 he made his first formal public profession of faith in Christianity (his religious difficulties having been partly removed), and joined a little Congregational Church then being formed. In 1835 he revisited Middlebury, his native place, and married a daughter of the Hon. Daniel Henshaw, a

prominent citizen of Vermont. The union proved a singularly happy one.

In the financial revulsions of 1837-38 the funds of the college failed, and pecuniary considerations urged Mr. Post to return to the law. But while considering the problem he was besought by the church to "take license" and become its pastor. Eventually he acceded to the request, but on appearing before the association for examination he expressly repudiated the term "licensing" or "being licensed," and the implied assumption of spiritual authority over preacher or congregation. The association was startled, but on examination of Mr. Post's historical references it conceded his position, and granted him merely a recommendation as a preacher. For several years he combined the classical instruction and historical lectures of the class-room with the labors of the pulpit and the pastorate.

But the revenue from both sources was still insufficient to satisfy his pecuniary necessities, and a change became imperative. Meanwhile he had been repeatedly solicited to remove to St. Louis, to assume charge of the Third Presbyterian Church, and in 1847 he received a specially urgent call. He was, however, deeply attached to the college, and was also extremely unwilling to live in a community in which slavery existed. He finally accepted the invitation on the express condition that his letter of acceptance should be read publicly, and then the question of renewing the call be submitted to the people. In this letter he stated that he regarded holding human beings as property as a violation of the first principles of the Christian religion, and that while he did not require the church to adopt his views, he thought every Christian should be alive to the question of slavery; and as for himself, he must be guaranteed perfect liberty of opinion and speech on the subject, otherwise he did not think God called him to add to the number of slaves already in Missouri. The church heard the letter and unanimously renewed the invitation, whereupon Professor Post, in the fall of 1847, became the pastor of the Third Presbyterian Church of St. Louis, limiting the engagement to four years, in the hope that he might be able to return to the college at the expiration of that period.

But at the close of the allotted term, the church with great unanimity voted to become a Congregational Church, and chose Rev. Mr. Post as its pastor, a position which under the circumstances he was constrained to accept, and which he held uninterruptedly until his resignation, which took effect Jan. 1, 1882. Under his pastorate the church prospered, and became the rallying-point for opinions that later

became potential in the great civil war. During that period Mr. Post did not forbear to assert the supremacy of those principles of personal liberty and responsibility which he had brought with him from New England, but did so with so much courtesy as well as courage, that he commanded the entire respect of a congregation and community of widely differing opinions.



REV. TRUMAN M. POST, D.D.

Outside of the duties immediately pertaining to his pastorate, he became closely identified with the development of the educational and charitable enterprises of the city, and labored with an energy and catholicity of spirit not excelled by any in his profession. The abolition of slavery removed a great barrier to the spread of Congregationalism, and the subsequent rapid planting of churches of that faith in this portion of the Mississippi valley was greatly aided by his counsels.

His resignation as pastor of the First Congregational Church was accepted with reluctance, and, as previously stated, in recognition of his years of service, the title of Pastor Emeritus was conferred upon him. Many years ago his Alma Mater, Middlebury College, bestowed upon him the degree of Doctor of Divinity.

Force and effectiveness are the characteristics of Dr. Post as a preacher. He possesses a brilliant and poetic fancy, and his historical studies enable him to analyze events with a philosophic eye. This perhaps was the secret of his power and influence in the agitation preceding and attending the civil war. Many

of his discourses and addresses were widely circulated, and contributed greatly to strengthening the hands of the Unionists. He also aided the cause by frequent contributions to the press.

Although a prominent actor in the local agitation of the period, Dr. Post was never lacking in the performance of any of the usual duties of a pastor, and his nearly thirty-five years in the ministry in St. Louis were singularly faithful and useful ones.

In 1873, while in Europe, he was summoned home by the death of his estimable wife. Their union had resulted in three sons and three daughters, all living; two of the sons are lawyers and one is a physician, all of them occupying a creditable position in their several callings.

Pilgrim Congregational Church, corner of Washington and Ewing Avenues, Rev. C. L. Goodell, D.D., pastor, grew out of Pilgrim Sabbath-school, organized in 1853, by Rev. F. A. Armstrong, of Tennessee, temporarily residing in St. Louis. The school was established in the upper room of a two-story frame house at the northwest corner of Garrison Avenue and Morgan Street, where the residence of William Ballentyne now stands. After conducting the school one Sunday Mr. Armstrong was called away, and Stephen M. Edgell, a member of the First Congregational Church, continued it, chiefly at his own expense. For about twelve years he had personal care of the school-room, and in winter brought coal and kindling-wood from his own home, acting both as instructor and janitor. In 1854, the school having become too large for its quarters, Mr. Edgell leased a lot where now stands the residence of D. P. Rowland, 2910 Morgan Street, and erected on it a one-story brick building, in which besides the school religious services were held. On the 22d of September, 1865, an informal meeting was held at the house of William Colcord, 2800 Morgan Street, to consider the question of erecting a permanent building for the Sabbath-school and of organizing a new congregation. In June, 1866, S. M. Edgell and James E. Kaime purchased a lot fronting eighty and eight-twelfths feet on Washington Avenue, and one hundred and thirty-four and three-twelfths feet on Ewing Avenue, for \$7620, and presented it for the "uses of an orthodox Congregational Church." Pilgrim Chapel, a brick building, capable of seating four hundred people, and costing \$14,460.80, was erected on this lot during the same year. On the 5th of December, 1866, the proposed church was organized as a colony from the First Congregational Church, thirty-six of whose members had been dismissed for the purpose. The chapel was dedicated on the 22d of December, 1866,

the 22d being known as "Forefathers' day," the anniversary of the day on which the Pilgrim Fathers landed at Plymouth Rock. A council of Congregational Churches was convened for the occasion, with Rev. J. M. Sturtevant, Jr., of Hannibal, as moderator, and Rev. J. M. Bowers, of Sedalia, Mo., as scribe.

In 1867 the foundations of the present stone building were built, at a cost of three thousand and forty dollars and forty-five cents, and Dec. 21, 1867, the corner-stone was laid with appropriate services at the northeast corner. In 1871 the erection of the present edifice was commenced, and on the 22d of December, 1872 (Forefathers' day), the building was formally dedicated. The total cost, including that of organ and furniture, was fifty-six thousand three hundred and forty-eight dollars and nine cents. S. M. Edgell and D. F. Kaime were the building committee, and Henry L. Isaacs was the architect. The church is capable of seating thirteen hundred and twenty persons. The spire and tower were finished in 1876, and in the latter is the "Oliphant chime" of ten bells, presented at Christmas, 1876, by Dr. R. W. Oliphant, in memory of his deceased wife and son. In connection with the chimes is a tower clock, striking the famous Cambridge University quarters, the first of its kind in America. The bells, clock, etc., cost ten thousand dollars. The pastors have been Revs. John Monteith, Jr., of Cleveland, Ohio, began Nov. 1, 1866, dismissed with seventy-one other members to form a colony, March 15, 1869; W. C. Martyn, of Union Presbyterian Theological Seminary, appointed June 24, 1869, resigned Sept. 1, 1871; H. C. Haydn, appointed Dec. 1, 1871, resigned April 1, 1872; C. L. Goodell, called Sept. 12, took charge Nov. 27, 1872, and formally installed June 5, 1873, the installation having been delayed by his illness.

In December, 1871, S. M. Edgell presented the two-story brick dwelling-house and twenty-five feet of land adjoining the church for a parsonage.

The brick chapel was rebuilt in the autumn of 1873, with a stone front, and raised to the height of the main edifice, and was fitted up with sewing-rooms, parlors, etc., at a cost of \$13,229.80, and dedicated Jan. 21, 1874. The entire church property has cost \$106,207.89. This was the first church erected west of Seventeenth Street, and out of it have grown the Third, Plymouth, Fifth, and Hyde Park Churches. It has also dismissed several members to unite with the Congregational Church at Webster Grove. About fifteen hundred persons are connected with the church, and there are seven hundred and fifty communicants. The Sunday-school has seventeen officers, fifty-four regular teachers, and a reserve corps of nineteen others.



C. L. Goodell

During the year 1881 the whole number of scholars was seven hundred and fifty, the additions seventy-five, number of classes fifty-six, and number of volumes in the library five hundred and forty-two. Connected with the church are a Young Ladies' Missionary Society, a Ladies' Home Missionary Society, a Woman's Board of Missions, the Pilgrim Workers, a Flower Mission, etc., while the congregation is also largely represented in the Young Men's Christian Association, missionary work in the jail, and several other religious and benevolent enterprises. During 1881 the church contributed in outside benevolence \$26,638.85, and during the year previous \$25,-882.87.

Rev. Constans L. Goodell, D.D., pastor of Pilgrim Church, is descended from Robert Goodell, one of the early settlers of Salem, Mass., who came from England in the ship "Elizabeth," landing there in 1634, six years after the founding of that town and fourteen years after the Pilgrims landed at Plymouth. One of his descendants, Aaron Goodell, emigrated to Calais, Vt., where Constans L. Goodell was born March 16, 1830. He belongs to a race which has contributed much to the growth of Christianity in our own and other lands. His mother, Elvira Bancroft, was of a family which for five successive generations furnished a deacon in each (of the same name) for the church in Lynn, Mass. Eleven of his ancestors chose the ministry for their life-work, including the eminent Dr. William Goodell, for forty-two years a missionary of the American Board in Turkey.

Dr. Goodell is a graduate of the University of Vermont, class of 1855, and of Andover Theological Seminary, 1858. The degree of Doctor of Divinity was conferred by his Alma Mater in 1874.

He married, May 5, 1859, Miss Emily Fairbanks, daughter of Governor Erastus Fairbanks, and sister of Governor Horace Fairbanks, of St. Johnsbury, Vt. Mrs. Goodell has had a large share in his remarkable success, and few women have exercised so wide and valuable an influence on the life of a great city. All the rich gifts of her generous heart and cultured mind are fully consecrated to the work to which his life is devoted. She is beside her husband in all his labors, and all movements for the advancement of the church and for reaching and comforting the uncared-for and afflicted are planned by the two together. His first pastorate was at New Britain, Conn., where he was settled over the South Congregational Church in 1859, and where he remained fourteen years.

On Nov. 27, 1872, he commenced his pastorate in St. Louis, and this date marks the commencement of that rapid growth which has placed Pilgrim Church

among the great evangelizing forces of the city. That his work has been successful is clearly shown by its effects. The high position universally accorded him is the result of the labor which has developed a church of ninety-two members into one of eight hundred, and increased its benevolence from three thousand dollars a year to nearly thirty thousand dollars, all in the short space of ten years. He uses no sensational methods, but depends on quiet and effective labor. When asked once what was the secret of his success, from a human stand-point, he replied, "Eternal vigilance." He is remarkably successful in inspiring others with a love for Christian effort.

His belief is thoroughly evangelical, and what is technically known as the "New England theology," and he preaches only his convictions. No one has ever heard doubts ventilated from Pilgrim pulpit while he has occupied it. He is thoroughly consecrated to the work of the pastorate. He knows his people thoroughly, and is as well known by them. A stranger at one of the services said that when the preacher rose in the pulpit he knew at once that he was the pastor of that church; his manner, his prayers, and his preaching all showed that he was the shepherd of the flock. In the church of which he is the pastor people of all sects and circumstances are perfectly at home.

Many churches in St. Louis have felt the impulse of Dr. Goodell's work, and through him have gained courage to go forward. There are several organizations in the city besides Pilgrim Church that are now strong, and becoming more vigorous and useful every year, which might not be in existence but for him. At least three new churches have been organized within the city limits as the direct result of his wise planning and generous help; and they have all been set in motion with such a liberal spirit that their success was assured from the start. Numerous churches in various parts of the State afford the same evidence of the thoughtful care and wise generosity of Dr. Goodell. His influence on his brethren in the ministry is great, and not only by his example, but by his active sympathy and sound advice, has he saved them from many grave mistakes, and contributed greatly to their success.

In educational matters he has always been active. Drury College owes much of its prosperity to his labors as a trustee and an earnest friend. There are many who believe that but for him the college could never have survived the trials through which it has passed. Illinois College and other similar institutions have also felt the effects of his efforts and counsel.

Dr. Goodell's life is an eminently peaceful one. He

studiously avoids all controversies, believing that the plain preaching of the truth and earnest work form the best answer to any attack or criticism. It naturally follows that his influence in unifying and harmonizing Christian work is great. The Young Men's Christian Association has always found in him a faithful and practical ally. The different branches of union effort in the city have representatives and active workers from his membership, and look with confidence to the pastor of Pilgrim Church for help and advice. During the time that Rev. E. P. Hammond, the evangelist, labored in St. Louis, and later when D. L. Moody held his meetings, Dr. Goodell was foremost in the work. The Evangelical Alliance has learned to expect from him words of peace and wisdom on difficult points, and one of its pleasantest and most helpful years was that in which he was its president.

In his own denomination Dr. Goodell is recognized as a leader and has great influence. At the meeting of the National Council of Congregational Churches in Detroit, in 1877, his paper on "Woman's Work as a Part of the Religious Movement of the Time" was regarded as one of the wisest and most timely utterances ever made on that difficult subject. In 1881, in his sermon before the American Home Missionary Society at its annual meeting in New York City, he asked for "one million dollars a year for home missions," and the churches seem likely in the near future to meet this demand. He is a member of the committee of twenty-five, appointed for the purpose of framing a new statement of Christian doctrine, and occupies many other positions of trust and influence. There have been several efforts to draw Dr. Goodell away to other pastorates and positions of great importance, but his response in each case has been that his work was in St. Louis.

Third Congregational Church.—On the 22d of December, 1867, the Young People's Association of Pilgrim Congregational Church organized the Mayflower Mission Sabbath-school, which was located at the corner of Luckey Street and Grand Avenue. In the fall of 1868 a lot on Boston Street, between Grand and Spring Avenues, was purchased, and a chapel forty by fifty feet erected. The building was completed and dedicated June 13, 1869; a colony of sixty-two members from Plymouth Church, to whom the chapel was transferred, having on the 15th of March previous organized a new church, with the name of Mayflower Church. The pastors of Mayflower Church have been Rev. John Monteith, who assisted in the first organization, and resigned on account of ill health, April 26, 1871, but continued to officiate until re-

lieved by his successor; Rev. E. P. Powell, appointed April 26, 1871, took charge Sept. 17, 1871, resigned Sept. 12, 1873; Rev. W. S. Peterson, appointed January, 1874, resigned January, 1875; Rev. William Twining served as supply three months in 1875; Rev. Theodore Clifton, appointed Oct. 12, 1875. During the last quarter of 1873, the congregation being without a pastor, lost so many members that in January, 1874, it reorganized, and closed the year with sixty-six members, of whom thirty-nine had belonged to the former organization. In 1875 it suffered from the same cause, and the organization was only preserved by the determination of a few individuals. In December, 1875, when the present pastor, Rev. Theodore Clifton, took charge, only twenty-five resident members remained, the services during the interval having been conducted by a reader, and a debt of one thousand dollars had accumulated.

Since then, however, the congregation has prospered. On the 12th of April, 1876, the church united with the St. Louis Congregational Association, and Oct. 1, 1876, its name was changed to that of "Third Congregational." In November, 1876, S. M. Edgell, of Pilgrim Church, presented the church with fifty feet of ground on Francis Street, and in the fall of 1877 the Boston Street lots were sold, the debt was paid, and the building was removed to the new location on Francis Street, and enlarged, repaired, and refurnished at a cost of \$2015.35, of which \$1350 was given by the Pilgrim and First Congregational Churches. The remainder was raised by the members of the Third Church. The edifice was rededicated, free of debt, Dec. 19, 1877, by Revs. C. S. Goodell and Dr. T. M. Post. In June, 1882, the lot occupied by the present church, at the southeast corner of Grand and Page Avenues, was purchased from D. R. Garrison for the sum of twelve thousand dollars. Its dimensions are one hundred and twelve by one hundred and fifty feet, and on it is situated a handsome residence, which was included in the purchase and is now the parsonage. The church, a neat Gothic frame building, was removed to the new site, and two thousand dollars was expended in refitting it. A lecture-room and other apartments were added as a basement, and the building, which is capable of seating five hundred persons, was formally reopened on the 10th of November, 1882. The membership numbers over two hundred. There are about one hundred and fifty families connected with the church, and the average attendance is about one hundred and fifty. The Fair Ground Mission Sunday-school was organized July 17, 1870, and formally recognized as a mission of the church Dec. 19, 1877. It has fifteen teachers and

two hundred scholars. The Ladies' Aid Society, Young People's Christian Association, and Children's Missionary Society, called "Coral Workers," are active auxiliaries of the church.

Plymouth Church.—The fourth of the Congregational Churches of St. Louis, in point of organization, is Plymouth Church, situated on the west side of Belle Glade Avenue, north of Parsons Street, Rev. James A. Adams, pastor. It grew out of a Sunday-school called the "Hope Mission School," which was organized in 1865 by Rev. William Porteus, city missionary, at Elleadsville, then a suburb of St. Louis. His connection with it lasted only a few months, and it dwindled away until, in the fall of 1868, Mrs. Lucy J. Moody appealed to Pilgrim Church for laborers to sustain the school. The church in response sent out Deacons Wm. Colcord and Lyman B. Ripley, the latter of whom was soon compelled by the pressure of his church duties to leave the enterprise in the hands of the former, to whose efforts and pecuniary aid the school owed its growth, and Plymouth Church, perhaps, its existence. Mrs. Lucy J. Moody gave the school a lot thirty-three by one hundred and forty feet, and the erection of a building upon it was commenced in 1868, when in response to appeals for aid the First Pilgrim and Webster Grove Congregational Churches pledged each five hundred dollars towards the erection of a suitable building. These subscriptions were made with a view to organizing a church in connection with the school, and as further aid was promised from other sources the idea was adopted. The contract for the building was executed in March, 1869, and the structure was completed and dedicated July 11, 1869. On Saturday, July 31, 1869, a meeting was held and the church organized, its first communion occurring on the following day. The building is of frame, thirty by sixty-two feet, with a seating capacity of three hundred. In 1879 a lecture-room of the same seating capacity was erected beneath the superstructure. An additional lot, thirty-three by one hundred and forty feet, has been added to the first, and the property is now valued at five thousand dollars. The successive pastors have been Revs. W. H. Warren, a graduate of Harvard College and Andover Seminary, ordained and installed Dec. 7, 1869, resigned Sept. 25, 1872; Wm. Perkins (supply), May 4 to Nov. 30, 1873; then an interval without a pastor; W. B. Millard, a graduate of Chicago Seminary, installed June 26, 1874; resigned April 11, 1875; Alex. S. McConnell, May 16 to Nov. 16, 1875; J. E. Wheeler, November, 1875, to September, 1877; J. H. Harwood, a graduate of Williams College and Union

Seminary, Oct. 10, 1877, to Aug. 15, 1880; James A. Adams, a graduate of Knox College and Union Seminary, called September 4th, ordained and installed Dec. 3, 1880. Associated with the church are a Ladies' Aid Society, organized in 1878, and a Ladies' Missionary Society, organized in 1879. The church numbers one hundred and twenty-eight members, and its Sunday-school is attended by three hundred pupils.

Fifth Congregational Church, southwest corner of Clark Avenue and High (or Twenty-third) Street, Rev. George C. Adams, pastor, is the third child of Pilgrim Church, and was originally the High Street Mission Sunday-school. It was established by Pilgrim Church, Oct. 31, 1880, and carried on until May 1, 1881, when Rev. George C. Adams took charge of it and began holding regular services. On the 3d of July, 1881, the Fifth Church was organized. It was recognized by council Oct. 11, 1881, and Mr. Adams was installed as pastor. The building now occupied was erected by the High Street Presbyterian Church, and was purchased for the Fifth Church by Pilgrim Church, which up to Jan. 1, 1882, had spent six thousand one hundred and fifty dollars for the new society. It is cruciform, the nave being seventy-eight feet in length and the transept eighty feet. The dimensions of the lot are one hundred and thirty-four by one hundred and twenty-five feet, and the property is valued at nine thousand dollars. The congregation maintains in connection with its church work the Ladies' Aid Society, organized March, 1882; the Young People's Home Missionary Society, organized September, 1881; and the Youths' Christian Association, organized in January, 1882. The church membership embraces one hundred and fifty families, one hundred and thirty-one communicants, and an attendance of four hundred at the Sunday-school.

Hyde Park Church was the sixth Congregational Church organized in St. Louis, and the fourth offshoot from Pilgrim Church. It is situated at the northwest corner of Bremen Avenue and Twelfth Street, and the pastor is Rev. L. L. West. In April, 1881, a church building which stood on Ninth Street, between Farrar and Salisbury, and which had been known as the Fairmount Presbyterian Church, was purchased for its use. The building was removed to its present location opposite Hyde Park, refitted, and dedicated July 10, 1881. The society was organized with twenty-one members, July 25, 1881, and the present pastor, who is from Chicago Theological Seminary, was elected. The building, removal, and repairing cost Pilgrim Church \$3848.27. In May, 1882, the congregation comprised one hundred and

forty families and fifty-six communicants, and there were seventeen teachers and between one hundred and fifty and two hundred pupils in the Sunday-school.

In addition to the Congregational Churches named, the Fair Ground Mission Sunday-school, belonging to the Third Church, is conducted under the superintendence of Garden Hepburn. The Ministers' Meeting is held every Monday at eleven A.M., in the parlors of Pilgrim Church, and the St. Louis District Association of Congregational Ministers and Churches meets twice a year, in April and October. Its registrar is O. L. Whitelaw, 617 North Second Street. There is also a State Central Home Missionary Committee, composed of Rev. T. M. Post, D.D., Rev. C. L. Goodell, D.D., Rev. Henry Hopkins, Rev. Theodore Clifton, Rev. J. C. Plumb, Rev. E. B. Burrows, and S. M. Edgell.

CEMETERIES.

Early in the present century we find that portions of Col. Auguste Chouteau's property were used as burial-places, and on Oct. 12, 1815, he gave notice "forbidding any further interments in his land, near the court-house in the town of St. Louis, under penalty of prosecution." On the 1st of June, 1816, James Sawyer announced that "having purchased the lot No. 6 in Col. Chouteau's addition to the town of St. Louis, on which there are some graves, and being about to build thereon, the friends and connections of the departed are hereby notified that he will have no objection to their removing the remains of their connections; or if they prefer leaving them where they are, every respect shall be paid to them on my part of which the case will admit. The conditions on which Col. A. Chouteau sold this and all the lots in his addition expressly prohibit the purchasers from permitting the interring of the dead thereon for the future, under the penalty of forfeiting the lot; this inconvenience he hopes will be effectually remedied, as Messrs. Chambers, Christy & Co. have set apart a high and handsome situation in the vicinity of St. Louis for the use of a church and burying-ground, of which they have made a donation to the public, under the express conditions that it is at all times to remain open for the interment of the dead of all religious denominations."

The public burying-ground here referred to was that which was afterwards known as "the old Grace Church graveyard," at Warren and Eleventh Streets. Col. William Chambers, of Kentucky, an officer in the United States army, was the original purchaser, and afterwards sold a third each to Maj. Thomas Wright and William Christy. As an inducement for wealthy

persons to settle in that section, these gentlemen set apart four parcels of land for public uses, and among them a "circle" containing about one and three-fourths acres, "for the purpose of erecting a house of worship, and a burying-ground to be opened for the interment of all denominations of religious persons." This circle was used as a burying-ground as early as 1825, but it was not until 1844 that a graveyard was regularly established.

In the latter year a number of Episcopalians organized a church society, and induced other persons of various Protestant denominations to unite with them in establishing a burying ground, which remained under the control of the vestry of Grace Protestant Episcopal Church, the church and ground being originally consecrated by Bishop Hawks. During the cholera epidemic of 1849 the number of interments here was so large that the grounds were closed in 1851. A large number of the bodies were afterwards transferred to Bellefontaine cemetery. The subsequent improvements in the neighborhood of the graveyard, such as grading and opening new streets, etc., disturbed many of the graves, and the contents of others were exposed by crumbling of the hill on which the graveyard was situated, and in such instances the bones were removed to the basement under the church. Among the graves thus disturbed was that of Governor Howard. This circumstance was brought to the notice of the City Council, who authorized the reinterment of Governor Howard's remains in Bellefontaine cemetery. Years ago the cemetery circle had trees on it, and the place was a popular resort in summer and autumn evenings for loving couples, and the old people who lived in the vicinity amused their friends by narrating romantic and ghostly stories concerning courtship adventures in the old graveyard. It was customary in those days for displeased parents and jealous parties to get up ghost scenes to sear the young people when promenading or seated in the place.

In February, 1823, the trustees of the town passed an ordinance "prohibiting the burial of dead within its limits."

On June 28, 1824, Messrs. J. B. Belecour, M. Murphy, G. Paul, and J. McGovern, trustees of the Catholic Church, gave notice as follows: "The inhabitants of St. Louis and its vicinity are made acquainted that a public graveyard, under the superintendence of the wardens of the Catholic congregation, and adjoining their burial-ground, is now opened, and that burials may hereafter take place by conforming with the following resolutions passed by the committee: Applications for burials to be made to the warden

in office for the year. The price of burial to be ten dollars, five dollars for children under ten years of age. Persons who would fence in a particular spot for their family, each burial to be twenty dollars, and ten dollars for children under ten years of age. The amount of burial to be settled with the church warden before the burials take place. No grave to be dug but by the digger appointed for that purpose, and according to the regulations for said graveyard. The warden in office for this year is Mr. J. B. Belcour."

In 1827 we find that orders for graves in the city graveyard, and digging them, were received by the sexton, living next to it, and by A. Rutgers, on Church Street, between Plum and Poplar Streets, and are told that a lot for twelve coffins cost twenty dollars; for one coffin, five dollars; price for digging a grave, two dollars.

In 1833 the city authorities set apart a tract of ten acres, a portion of the commons belonging to St. Louis, lying southwest of the city, for the purpose of a burial-ground, but inclosed only one acre, which was "deemed sufficient for the purpose for some years to come."

The Bellefontaine cemetery was incorporated as "the Rural Cemetery," under an act of the General Assembly of Missouri, approved March 7, 1849, the incorporators being Messrs. John F. Darby, Henry Kayser, Wayman Crow, James E. Yeatman, James Harrison, Charles S. Rannels, Gerard B. Allen, Philander Salisbury, William Bennett, Augustus Brewster, and William McPherson. On May 24, 1849, the "Rural Cemetery Association" was organized by the election of Dr. William Carr Lane, president; A. G. Farwell, secretary; and a committee, consisting of Messrs. Wayman Crow, John O'Fallon, J. B. Crockett, Christian Rhodes, John F. Darby, John Smith, John Kerr, Nathan Ranney, and N. E. Janney, was appointed on the selection of a site for the cemetery and permanent organization. Upon this committee reporting the permanent organization was effected by the election of James Harrison, president; Wayman Crow, treasurer; William M. McPherson, secretary. The capital stock was fixed at fifty thousand dollars, and a tract of land comprising one hundred and thirty-eight acres was purchased from Luther M. Kennett, on the Bellefontaine road, at two hundred dollars per acre. On the 15th of May, 1850, it was dedicated as the "Bellefontaine Cemetery." Hon. John F. Darby presided at the dedicatory ceremonies, which were participated in by Rev. Mr. Bullard, of the First Presbyterian Church; Rev. Mr. Hutchinson, of St. George's Episcopal Church; Rev. Mr. Eliot, of the Unitarian Church; Rev. Mr.

Jeter, of the First Baptist Church, and Rev. T. M. Post. A hymn composed by Mrs. F. M. Brotherton, and an ode composed by William J. Blackwood, were sung by the choir. At the close of the ceremonies lots to the amount of thirteen thousand seven hundred and seventy-seven dollars were sold. The first interment in the cemetery was made May 19, 1850. On November 4th the first annual meeting of the association was held, and the following board of trustees was elected: John F. Darby, William M. McPherson, Gerard B. Allen, Augustus Brewster, William Bennett, Wayman Crow, James Harrison, Luther M. Kennett, John R. Shepley, John O'Fallon, and James E. Yeatman. Up to Jan. 1, 1878, two thousand four hundred and seventy-two lots had been sold, and there had been nineteen thousand nine hundred and seventy-one interments. At this time the resources of the association amounted to one hundred and thirteen thousand one hundred and seventy-six dollars, and the income for the preceding year was twenty-six thousand and seventy-three dollars. The cemetery at present comprises nearly three hundred and fifty acres. The present officers are James E. Yeatman, president; George S. Drake, vice-president; Samuel Copp, secretary and treasurer; A. Hotchkiss, superintendent.

The Wesleyan Cemetery Association was incorporated under an act of the Legislature of Missouri, approved Feb. 28, 1851. An amendatory act of March 5, 1855, provided that no street or highway shall be opened through any part of the Wesleyan cemetery. By a subsequent act, passed in 1874, the Wesleyan Cemetery Association was authorized to remove the bodies buried therein and to sell and dispose of the property. The association disposed of their old property in the city and removed the remains therein to the new Wesleyan cemetery.

In 1852 the *St. Louis Republican*, in speaking of the cemeteries and graveyards of the city, said, "The old French cemetery, at the corner of Second and Market Streets, is still fresh in our memory, and this thoroughfare is now one of the busiest in the city. So, too, of the burying-place at the corner of Fourth and Market Streets, started at a later period. The public cemetery, on Park Avenue, west of Carondelet, is to be recognized to-day only by the three or four broken tombstones which are left. Not a single trace of the inclosure exists, and as a new cellar is excavated or an adjacent street improved, the remains of the dead are taken up carelessly, to be placed in this or that cemetery. Nay, the cemeteries on Franklin Avenue, which were only a short time ago believed to be far beyond the encroachments of city improvements, to-

day form the centre of a populous, busy district, and their removal is already contemplated, as they retard in a measure the progress of necessary improvements."

In 1854 a new Catholic cemetery was laid out near the Bellefontaine cemetery, to which the name of Calvary was given.

In 1865 the St. Louis City Council passed an ordinance for the removal of bodies buried in the old city cemetery to the quarantine burying-ground. The ordinance provided that the bodies shall be removed by the city by the 15th day of March following, but that persons claiming the remains of friends or relatives buried might remove them.

In 1866, during the prevalence of the cholera, the city authorities decided to bury the victims of the scourge on Arsenal Island, where the smallpox hospital was situated. The bodies were conveyed to the foot of Miller Street in ambulances, and were transferred thence to the island in skiffs.

On June 22, 1873, the corner-stone of a new chapel in Mount Sinai cemetery was laid, Rev. Drs. Wolfenstein and Sonneschein officiating.

In 1827 a post cemetery was established a short distance south from Jefferson Barracks, on land belonging to the United States government, and the first interment was made there in 1828. This cemetery included an area of one and one-fourth acres, and in it seven hundred and fifty interments were made prior to 1863. In that year a national cemetery was established there, including twenty and one-half acres, and in 1877 additions were made to this, so that now the area of the cemetery is forty-five acres.

Forest-trees at first covered the ground, but these have been removed, the surface has been graded, and ornamental trees, shrubs, vines, etc., to the number of several thousand have been planted, so that the grounds have now the appearance of a well-kept suburban cemetery. There are here eleven thousand five hundred and eight graves; one thousand one hundred and six are those of Confederate soldiers, marked with cedar head-boards. All graves of United States soldiers are designated by marble regulation head-stones, or by monuments which the friends of those who lie entombed there have erected. Here repose the remains of the nation's heroes, and the lines of the soldier-poet, which are inscribed on a modest tablet near the entrance, are peculiarly appropriate,—

"On fame's eternal camping-ground
Their silent tents are spread,
And memory guards with solemn round
The bivouac of the dead."

The national flag floats constantly over this cemetery, and thousands of patriotic and grateful peo-

ple come here annually to bedeck the graves with flowers.

In addition to the foregoing there are a number of other cemeteries near the city, most of them being connected with the different religious denominations.

CHAPTER XL.

RELIGIOUS, BENEVOLENT, SOCIAL, SECRET, AND OTHER ORGANIZATIONS.

ST. LOUIS has always been justly famed for its public and private philanthropy, and its history is distinguished by a multitude of class or religious organizations, having for their sole object the relief of the needy, the destitute, and the suffering; yet it was not until within the past twenty years that the city, officially, made any movement to supplement the good work that was being accomplished by religious denominations, associations, and private individuals. This, however, may be accounted for, in a great measure, by the fact that the system of philanthropy referred to has been of the most disinterested and the broadest character, and whenever the field was found to be in need of more extensive or general work, the citizens arose spontaneously and by energetic action and liberal charity met fully the requirements of the hour. So, all the way down from the second decade of the nineteenth century, we find at intervals evidences of this commendable spirit on the part of the citizens. The first instance of this kind occurs in 1824, the ladies of St. Louis banding themselves together for the purpose of "relieving the poor of every description in this city." This organization was called the "Female Charitable Society," and at its head as officers were—

Mrs. Hough, who was first directress; Mrs. Robinson, second directress; Mrs. Coursault, treasurer; Mrs. Agnes P. Spalding, secretary; Managers, Mrs. J. Smith, Mrs. R. Paul, Mrs. Wahrendorff, Mrs. Landreyville, Mrs. Brazeau, Mrs. Spencer, Mrs. O. C. Smith, Mrs. G. Paul, Mrs. Tracy, Mrs. Forsyth, Mrs. Shackford, Mrs. Papin.

Again, in the early part of 1838, when the sufferings of the poor demanded extraordinary recognition, the St. Louis Samaritan Society was formed. It embraced the ladies of the city, who associated themselves for the purpose of making up and supplying clothing free of cost to those who could not get it in any other way, and who were not cared for by any charitable institution. The officers of this society were: First Directress, Mrs. Jones; Second Directress, Miss Berrien; Secretary, Mrs. Ross; Treasurer, Mrs.

Whitehill; Managers, Miss Page, Miss Patterson, Miss Learned, Miss Strother, Miss Van Zandt, Miss Marks, Mrs. Nourse, Mrs. Nevitt, Mrs. Stibbs, Mrs. Ranlett, Mrs. Wiswell, and Miss Smith. On Feb. 6, 1840, a meeting, at which Beverly Allen presided, was held in the court-house for the purpose of devising means to relieve the suffering poor within the city, at which it was deemed expedient to take up a collection for the suffering poor of the city, and for this purpose a committee of three from each ward was appointed by the chair to obtain subscriptions, and a committee of five was appointed to properly distribute the moneys thus obtained. A few days later a "Society for the Diffusion of Alms" was formed, which announced that "We, the undersigned, do resolve ourselves into a society for the general diffusion of alms, and without heeding anything of the poor, save their honest poverty, do pledge our exertions to bestow our mite upon them with impartial observance." The officers of the society were—

M. P. Leduc, president; Christopher Garvey, first vice-president; Stewart Matthews, second vice-president; L. A. Benoist, treasurer; A. W. Manning, secretary. Collectors, First Ward, John Picher, Francis Mallet, John O'Rourke, and James P. Barry; Second Ward, Baptiste Belcour, Joseph W. Walsh, Michael Tesson, and L. V. Bogy; Third Ward, John Timon, Patrick Walsh, P. A. Berthold, and L. T. Lebeaume; Fourth Ward, Christopher Garvey, Matthew Lyon, M. Hogan, and John Walsh. Distributors, First Ward, H. O'Neil (chairman), R. A. Darst, John T. Mitchell, Peter Weizenecker; Second Ward, William Tighe (chairman), John McEvoy, J. C. Dinnis; Fourth Ward, Austin Piggot (chairman), Edward Walsh, Hugh O'Brien. Physicians, Dr. Vitali, Dr. Luthy, Dr. H. Lane. Counselors, B. Mullanphy, T. Polk.

In December, 1842, a public meeting for the relief of the poor was held at the court-house. Nathan Ranney presided, and Martin Thomas was secretary. The following committee was appointed to solicit donations: First Ward, William B. Wood, Henry C. Lynch, Phineas Bartlett; Second Ward, Matthias Steitz, H. L. Hoffman, Capt. W. Greene, Warrick Tunstall; Third Ward, Jesse Little, Robert B. Fife, Dr. Robert R. Simmons; Fourth Ward, Asa Wilgus, John C. Dinnis, Henry S. Coxe; Fifth Ward, Nathaniel Childs, T. O. Duncan, Martin Thomas, George K. Budd, John Whitehill, William C. Christy; Township, James H. Lucas, S. H. Robbins. The following committee was appointed on distribution, with James Clemens treasurer: First Ward, W. H. Wood; Second Ward, Thomas Cohen; Third Ward, D. D. Page; Fourth Ward, Wayman Crow; Fifth Ward, H. O'Brien; Township, Rev. N. Childs.

In the spring of 1844 the Mississippi overflowed its banks and rendered hundreds of families destitute and homeless. To relieve their suffering and destitu-

tion a meeting of citizens was held in front of the court-house, and on motion of A. B. Chambers, Bernard Pratte was called to the chair, and Henry B. Belt was appointed secretary. It was then resolved that a committee of twenty should be appointed to carry out the objects of the meeting, and the following gentlemen were appointed for the purpose, viz.: John M. Wimer, John Sefton, W. Glasgow, John Simonds, Ferdinand Kennett, T. B. Targee, Asa Wilgus, René Paul, A. Gamble, Charles C. Whittlesey, Dr. Simmons, A. B. Chambers, Frederick Kretschmar, W. Furness, Dr. Adreon, William Lowe, T. Polk, W. C. Jewett, W. R. Dawson, and Henry Singleton.

The committee, after consultation, recommended that application should be made to the City Council to appropriate some funds for the relief of the sufferers, and that a committee of five should be appointed to solicit subscriptions in each ward. The suggestions of the committee were acted upon, and the following gentlemen were nominated to collect gratuities:

For First Ward, Matthias Steitz, H. G. Soulard, John Dunn, William Horine, and John Withnell. For Second Ward, Hiram Shaw, S. M. Sill, J. G. Barry, George Morton, and John J. Anderson. For Third Ward, John B. Sarpy, J. B. Brua, A. L. Mills, T. B. Targee, and Gibson Corthron. For Fourth Ward, George A. Hyde, Col. George Mead, Robert P. Clark, J. B. Camden, and Jacob Hawkins. For Fifth Ward, N. Aldrich, A. Carr, John Leach, John Whitehill, and J. G. Shands. For Sixth Ward, Dennis Marks, W. Field, James Gordon, and T. O. Duncan. There was also a committee appointed to distribute among the sufferers the sums collected from private bounty.

On Dec. 3, 1845, another public meeting was held, at which George Collier presided, and Henry B. Belt was secretary. A committee, consisting of Hon. Bryan Mullanphy, Gen. Nathan Ranney, Unit Raisin, Capt. Connolly, Edward Bredell, H. D. Bacon, Edward Tracy, M. De Lange, Maj. A. Wetmore, Mr. Meyers, Alex. Kayser, Dr. R. P. Simmons, was appointed to inquire into the condition of the poor of the city. The committee reported to an adjourned meeting the following day that a supply of fuel was more needed than anything else, as that the article was selling at eight dollars per cord for wood, and twenty cents per bushel for coal. The following gentlemen were appointed for the several wards to inquire into the cases of suffering and want in the same:

First Ward, A. Wetmore; Second Ward, N. Ranney; Third Ward, Edward Tracy; Fourth Ward, Capt. Connolly; Fifth Ward, Alex. Kayser; Sixth Ward, B. Mullanphy.

This led to provisions for ample relief at that time. A meeting of the citizens was held at the court-house Jan. 7, 1847, for the purpose of adopting some measures of relief for the suffering poor. John Simonds was called to the chair, and C. C. Cady appointed secretary. The meeting resulted in the appointment of a committee of seventy to take whatever measures were necessary for the relief of the destitute. The committee was composed of—

Sixth Ward, William Vandeventer, Col. A. P. Field, Peter Brooks, Gregory Byrne, Charles B. Anderson, D. W. Dixon, Dr. E. B. Smith, Calvin Case, Maj. Dobyms, John Sigerson, Larkin Denver, A. P. Ladew; Fifth Ward, Dr. Reuben Knox, Lyman Farwell, John Leach, John B. Carson, John Whitehill, Samuel Gaty, David Tatum, Capt. Sparhawk, Laurason Riggs, William Brannagan; Fourth Ward, George Collier, J. B. Brant, H. T. Darrah, C. B. Parsons, Samuel H. Peacke, Wm. T. Christy, Wayman Crow, William Nesbit, Asa Wigus, Demetrius A. Magahan, N. E. Janney; Third Ward, Bernard Pratte, Dr. Anderson, Dr. Linton, Col. L. V. Bogy, H. L. Patterson, George K. McGunngle, Edward Walsh, W. P. Fisher, P. B. Tiffany, Edward Bredell, Col. Keemle, Col. A. P. Field, B. Mullanphy; Second Ward, John Wolff, John Simonds, Patrick Ryder, Robert Campbell, Dr. Julius Henry, Charles S. Rannels, John H. Watson, D. D. Page, George R. Taylor, A. B. Chambers, Charles Jacoby; First Ward, Col. P. M. Dillon, H. Milkington, C. Urici, Charles Huth, Wm. Glasgow, Jr., Judge David Chambers, John Black, D. B. Hill, Matthias Steitz, John Dunn, D. D. Donovan; township, R. Barth, Ernest Angelrodt, Adolphus Meier, Col. J. P. Thompson, H. D. Bacon, Henry Chouteau, Neree Vallé, Isaac McHose, John Withnell, H. Paddleford.

This committee made collections, and a second committee was appointed on distribution, consisting of—

First Ward, David P. Hill, treasurer; Charles Huth, C. Ulrich, H. Pilkington, B. Soulard. Second Ward, G. H. Taylor, treasurer; Nathan Ranney, Charles S. Rannels, David Keith, Henry Keyser. Third Ward, Henry Von Phul, treasurer; Adam L. Mills, Charles R. Hall, J. C. Bredell, Henry T. Blow. Fourth Ward, William C. Christy, treasurer; Theron Barnum, Wayman Crow, H. R. Singleton, C. C. Whittlesey. Fifth Ward, Laurason Riggs, treasurer; Dr. R. Knox, John Whitehill, L. Farwell, Joshua Tucker. Sixth Ward, Dr. Donelson, treasurer; Col. William Chambers, A. P. Ladew, W. Vandeventer, G. Byrne. Township, Robert Barth, treasurer; Adolphus Meier, John Withnell, H. D. Bacon, Augustus H. Evans.

During the prevalence of the cholera in St. Louis in 1849, Mayor John M. Krum called a public mass-meeting to adopt measures for the relief of the sick and suffering poor, and later in the year another mass-meeting was held "for the relief of the children made destitute by the prevailing epidemic." At the latter meeting ample measures were adopted by a committee consisting of Hiram Shaw, John H. Gay, Waldemar Fisher, T. B. Hudson, W. W. Greene, W. D. Skillman, A. J. P. Garesché, John S. Blane, Edward Hale, Francis Toncray, John R. Hammond, Rudolph Bircher, A. Riddle, John

R. Hammond, and Nathaniel Childs, who operated under the supervision of the Committee of Public Health, comprised of R. S. Blennerhassett, Truett Polk, G. Thomas, A. B. Chambers, Isaac A. Hedges, J. M. Field, L. M. Kennett, Lewis Bach, William G. Clark, T. T. Gantt, H. L. Patterson, and Thomas Dennis.

The following extract from a local paper in 1852 shows the feeling existing among the citizens of St. Louis regarding charity and benevolence:

"The present year has been one of signal instances of noble-hearted contributions to objects of general utility and public benevolence. There was the subscription of twenty thousand dollars by H. D. Bacon to the Mercantile Library Association, then Col. O'Fallon built and donated to the Medical College the elegant edifice at the corner of Seventh and Spruce Streets, at a cost of more than twenty thousand dollars, for the purposes of a dispensary for the use of the poor. He has also made provision for the perpetual payment of one thousand dollars per annum for the support of the dispensary. Recently the lady of one of our citizens has been instrumental in securing ten thousand dollars for the purpose of erecting an asylum for poor widows, or a 'widows' home.' In this ten thousand dollars there are six one-thousand-dollar subscriptions; and it may be mentioned, to the high honor of Col. O'Fallon, that in addition to a subscription of one thousand dollars to this object he subscribed fifteen acres of valuable land near the city to the same. It is a noticeable fact in St. Louis that our young men are among the most generous contributors to benevolent objects. Of the six who subscribed one thousand dollars each to the Widows' Home, three are among our young business men, Messrs. H. T. Blow, William Belcher, and H. D. Bacon. The same week that Mr. Belcher subscribed to this object he subscribed one thousand dollars to the church under charge of the Rev. Mr. Homes, and Mr. Bacon, as is well known to many, has, with unbounded liberality, entered into the same enterprise."

The general periodical movements on the part of the citizens culminated in the formation of the St. Louis Provident Association in 1862, with the object of looking after the interests of the poor of the city not otherwise provided for by churches or other benevolent bodies, of providing them with suitable employment when expedient, and of otherwise aiding them in such ways as might be deemed most judicious. As an organization it depended almost entirely for its support on public confidence in its directory and the principles upon which it was governed, which were, briefly, to relieve no case except upon personal investigation, and only through the visitor of the applicant's district, and then to give only necessary articles, to prevent interference with the sphere of churches and charitable associations, and to prevent applicants from receiving assistance from various charities at the same time. In 1863 the association was incorporated by an act of the Legislature. During the epidemic which prevailed in the city in 1866 the calls upon the association greatly increased. The County Court, with

commendable liberality, gave five thousand dollars to assist the poor, to be dispensed by the Provident Association. The officers of the association then were Joshua Cheever, president; William Downing, vice-president; S. A. Ranlett, treasurer; and J. W. McIntyre and Levin H. Baker, secretaries. The directors were William Downing, Levin H. Baker, Joshua Cheever, Henry C. Yeager, Thomas Morrison, James P. Fiske, J. W. McIntyre, John R. Lionberger, J. P. Doane, and D. K. Ferguson. The incorporators of the association in 1863 were M. M. Harrison, J. W. McIntyre, T. B. Edgar, R. I. Lockwood, John R. Lionberger, Joshua Cheever, Thomas Morrison, Edward D. Jones, William Downing, and Levin H. Baker. Its officers in 1882 were—

George Partridge, president; George H. Morgan, secretary; Directors, George Partridge, Henry S. Platt, John W. Donaldson, John W. Larimore, Charles Forthwein, R. M. Scruggs, Dwight Durkee, John R. Lionberger, George S. Drake, S. M. Dodd, Augustus Knight, Robert Dougherty, T. B. Chamberlain, John T. Davis, Charles W. Barstow, Joseph W. Branch, John C. Fischer, James M. Corbitt, G. Sessinghaus, George A. Baker.

The depot of the association is at No. 1416 Chambers Street. From its organization until Nov. 1, 1881, the association had expended for the poor of St. Louis \$418,657.42.

In 1867 an association of Protestant ladies was organized in St. Louis for the gratuitous maintenance and liberal education of Southern female children whom the calamities of war have deprived of other means of education. The best schools of such different Protestant denominations as were desired by parents or guardians were selected, as near the respective homes of the pupils as eligible, and every care was taken to secure the welfare and happiness of those committed to the association. The officers of the association were: President, Mrs. Jane E. Lewis; Treasurer, Mrs. Archibald Robinson; Recording Secretary, Mrs. William N. Beall; Corresponding Secretary, Miss Pamela H. Cowan.

Bible and Tract Societies.—In the year 1814 two missionaries, Messrs. Mills and Smith, mentioned elsewhere, visited St. Louis and awakened an interest in the minds of several persons regarding the circulation of the Bible in the city and State, but at that time nothing was accomplished to this end. In 1817 the first Bible Society west of the Mississippi was established in Washington County, Mo. On Dec. 15, 1818, a meeting of the citizens of St. Louis was called at the court-house for the purpose of forming a Bible Society. It was largely attended, Col. Rufus Easton presiding, and John Simonds being secretary. A constitution was adopted declaring that, "impressed with

the importance of a general circulation of the sacred Scriptures, we, the undersigned, agree to form ourselves into a society designated by the name of the Missouri Auxiliary Bible Society." On December 22d following an adjourned meeting of the society was held at the residence of Rev. Salmon Giddings, at which the following officers were chosen:

Nathaniel B. Tucker, president; Stephen Hempstead, Col. Alexander McNair, and Rev. James E. Welsh, vice-presidents; Col. Samuel Hammond, treasurer; Rev. S. Giddings, secretary; Col. Rufus Easton, Rufus Pettibone, Rev. John M. Peck, John Jacoby, Charles W. Hunter, John Simonds, Thomas Jones, directors.

In an annual report a few years later the executive of the society, referring to the original formation of the organization, said,—

"It is fully in the recollection of some present that at that period irreligious principles and contempt for the holy Scriptures were openly avowed. Societies for their circulation met with sneers and ridicule. Those who ventured forward in the Bible cause counted the cost. They enlisted with the determination to persevere."

In 1819 an auxiliary Bible Society was established at St. Charles, and accomplished good results in the country in the forks of the Missouri and Mississippi Rivers, and "among the soldiers at Council Bluffs."

For several years the society, as stated at that time, did little more "than to be almoners of the bounty of the parent institution, and to circulate a box of Bibles, barely retaining its existence." In 1825 efforts were made to revive it, and the following well-known citizens were associated with it as officers:

Col. John O'Fallon, president; Rev. Andrew Monroe, Rev. Thomas Horrell, Hon. Thomas H. Benton, vice-presidents; Rev. James Keyte, secretary; Rev. J. M. Peck, assistant secretary; Rev. Salmon Giddings, treasurer; Charles S. Hempstead, Josiah Spalding, Joseph V. Garnier, Thomas Essex, Dr. H. L. Hoffman, Dr. John Young, managers.

The latter part of the following year found many of those who had been identified with the Bible Society interesting themselves in the formation of a tract society. This movement resulted in the organization, on Dec. 11, 1826, of the Missouri and Illinois Tract Society, auxiliary to the American Tract Society in New York, the object of which was "to promote evangelical religion and morality by the circulation of religious tracts, and to aid the parent society in extending its operation." The officers of this society for the first year were—

Rev. Thomas Horrell, president; William Collins, vice-president; Rev. S. Giddings, corresponding secretary; John Russell, recording secretary; Rev. James Keyte, treasurer and agent; Rev. J. M. Peck, Rev. John Drew, Stephen Hempstead, executive committee.

In February, 1843, in accordance with a public notice read in the pulpits of the various Evangelical Churches, a meeting was held in the Fourth Street Methodist Church, having for its object the formation of an evangelical association. On motion of Rev. Dr. Bullard, Rev. Dr. Potts was called to the chair, and stated the object of the meeting and the character of the society to be formed. H. M. Field was chosen secretary. A committee, consisting of Messrs. Boyle, Bullard, and Wall, was appointed to report a constitution, which they did in a short time, and the title of "The Evangelical Society of St. Louis" was adopted, its objects as stated being to "promote the moral and spiritual interests of the inhabitants of the city by the distribution of Bibles, religious books and tracts, and personal visitation." The following officers were elected:

President, Capt. John Simonds; Vice-Presidents, Revs. A. Bullard, D.D., William S. Potts, D.D., I. T. Hinton, J. H. Linn, Joseph Boyle, H. M. Field, G. Smith, W. M. Rush, D. W. Pollock, L. S. Jacoby, G. W. Wall; Superintendent, Rev. Dr. Heath; Secretary, Moses M. Pallen, M.D.; Treasurer, S. A. Kellogg; Executive Committee, Rev. Nathaniel Childs, Jr., William M. McPherson, David Keith, J. A. Ross, R. R. Field, Seymour Kellogg, John Schoettler.

The society was in existence several years, and accomplished much good.

In 1847 the Missouri Bible Society was established, and among its promoters were Hon. Peter G. Gamden, Hon. Edward Bates, Trusten Polk, George K. Budd, J. B. Crockett, H. S. Geyer, Nathaniel Childs, David Keith.

The St. Louis Young Men's Christian Association.—On Thursday evening, Oct. 13, 1853, twenty-three young men from various churches of this city met in the lecture-room of the Second Baptist Church to deliberate upon the expediency of the formation of a St. Louis Young Men's Christian Association. At this meeting it was unanimously decided that an organization should be effected, and a committee of five, consisting of George W. Tracy, S. B. Johnson, Charles C. Salter, Henry W. Rice, and John T. Campbell, with the chairman, was appointed to draft a constitution and by-laws, to be presented at an adjourned meeting to be held one week thereafter in the lecture-room of the Second Presbyterian Church. This committee met from evening to evening in pursuance of its duty, and finally, on Oct. 1, 1853, permanently organized under the title of "The St. Louis Young Men's Christian Association," at the Westminster Church, by the election of E. W. Blatchford, president; A. Henry Forinan, secretary; Isaac Wyman, treasurer. On Sunday evening, November 13th, the first public meeting was held in the Second Presbyterian Church. The evangelical churches throughout

the city were closed, and the clergymen representing eight different denominations participated. The present association of the same name was permanently organized Dec. 16, 1875, after a preliminary meeting November 4th preceding in the pastor's study of the then Union Methodist Episcopal Church, now the property and home of the association. The original officers were H. C. Wright, president; F. L. Johnston and Dr. L. H. Laidley, vice-presidents; Charles C. Nicholls, recording secretary; S. J. Junkin, registering secretary; E. D. Shaw, corresponding secretary; E. Anson Moore, treasurer. The early meetings were held in a small room in a hotel corner of Twelfth and St. Charles Streets, kept by Mrs. L. H. Baker, until early in 1876, during the meetings conducted by Messrs. Whittle and Bliss at the Rink, and through their agency the association made such progress that on March 30, 1876, with a membership of one hundred and fifty, rooms were rented in the Singer Building, corner of Fifth and Locust Streets. Soon after this it became practicable to employ a general secretary, and Walter C. Douglass, then a young convert, was appointed to the position, which he continues to fill. In September, 1876, the growing membership and increasing work necessitated a second removal to 620 Locust Street, in which building were fitted up a pleasant reading-room, a large hall for prayer and business meetings, social gatherings, lectures, concerts, etc., and an office for the general secretary. The association was chartered Nov. 30, 1877, Messrs. E. Anson Moore, F. H. Bacon, and H. M. Blossom being the incorporators.

In January, 1878, a third removal was made into more commodious rooms at 704 Olive Street. As the result of efforts on the part of Rev. D. L. Moody, at the close of his labors in St. Louis during the winter of 1879-80, and through the aid of citizens, the association was enabled to purchase, May 4, 1880, from the trustees of the Union Methodist Episcopal Church, the property which it now occupies, at a cost of thirty-seven thousand five hundred dollars.

The building was erected by the Union Presbyterian Church (an independent organization), and Messrs. Page & Bacon, then the leading bankers of the city, were the principal contributors to its erection, as well as to the support of Rev. Mr. Homes, its pastor; but when this banking firm failed, and Mr. Homes retired from the ministry, the congregation became disorganized and eventually dissolved. On March 14, 1862, they sold their church to the Methodists, who paid them for it thirty-seven thousand three hundred dollars. It had cost to build, including parsonage and furniture, ninety thousand dollars.

The lot has a frontage on Eleventh Street of one hundred and two and a half feet by a depth of one hundred and twenty-one feet. The building fronts on Eleventh Street, and runs back on Locust Street the entire length of the lot. The square tower at the southeast corner of the building is one hundred and forty-five feet in height, and commands a fine view of the city. On the first floor of the building is a large and commodious reading-room. Directly in front of the main entrance and to the left of this are the offices of the general secretary, assistant secretary, and secretary of the German branch.

To the left of the side entrance to the building on Locust Street is a large, pleasant, airy hall, in which are held all the noon-meetings, the Sunday-school, etc. The upper floor, formerly the main auditorium of the church, is used for concerts, lectures, larger gospel meetings, and as a public hall for outside lectures. It is handsomely carpeted, and has a capacity for one thousand persons.

The former church parsonage, a building of ten rooms, adjoining the main building on the north, has been converted into a free dispensary for the relief of the indigent sick from all parts of the city. The German Young Men's Christian Association united with the general association on July 16, 1880, with a membership of one hundred and twenty-five. The association has two branches for railroad work, one in East St. Louis, where a handsome and commodious building has been erected on ground leased for a nominal sum from the Vandalia Railroad. The building was put up at a cost of two thousand dollars, which was defrayed by the several railroad and transportation companies centring here, and they also unite in providing for its maintenance. It contains a reading-room, wash-rooms, barber-shop, etc. The other branch is in the Union Depot building, where the association has established a reading-room, with checker-boards, dominoes, and chess.

E. Anson Moore was the second of the three presidents whom the association has thus far had. The present board of officers consists of F. L. Johnston, president; H. C. Wright and I. M. Mason, vice-presidents; H. H. Wright, recording secretary; H. E. Knox, registering secretary; W. H. Mason, corresponding secretary; E. P. V. Ritter, treasurer. Paid officers: Walter C. Douglass, general secretary; Geo. W. Jones, assistant secretary; Jacob Kessler, secretary German branch.

The St. Louis Women's Christian Association was organized November, 1868, and chartered Jan. 5, 1870, Jane E. Allen, Mary A. Edgar, Anna C. Moore, Clarice C. Partridge, Emily R. Stevens,

and C. R. Springer being the incorporators. Its object was, at first, the care of young industrial women, but this care has since been extended to aged men and their wives. The Women's Christian Home was first located in rented rooms on the corner of Fifth and Poplar Streets. The corner-stone of the present building, No. 1812 Washington Avenue, was laid in May, 1876, and the building occupied in January, 1877. There is also a Branch Memorial Home at Grand and Magnolia Avenues. The presidents of the association have been Mrs. J. E. Allen, 1869 to 1875; Mrs. C. R. Springer, 1875 to 1882. The first board of directors consisted of Mrs. J. E. Allen, president; Mrs. A. H. Burlingham, corresponding secretary; Mrs. C. R. Springer, recording secretary; and six vice-presidents. The present board is composed of Mrs. C. R. Springer, president; Mrs. D. Arnold, corresponding secretary; Mrs. Q. J. Drake, recording secretary; and six vice-presidents.

Colonization Societies.—In March, 1825, a public meeting was held in the Methodist Episcopal Church to take into consideration the propriety of establishing in St. Louis an auxiliary to the American Colonization Society. Rev. Salmon Giddings was chairman, and Rev. James Keyte secretary. On motion of Hon. William Carr Lane, it was resolved that it was expedient to form the society, and Messrs. A. Monroe, S. Giddings, and J. Keyte were named as a committee to draft a constitution. The permanent organization was not, however, effected until 1828, when Hon. William C. Carr was chosen president; Col. John O'Fallon, Hon. James H. Peck, Dr. William Carr Lane, and Edward Bates, vice-presidents; Theodore Hunt, Edward Charless, Henry S. Geyer, Charles S. Hempstead, Thomas Cohen, Robert Wash, H. L. Hoffman, John Smith, Joseph C. Laveille, Salmon Giddings, John H. Gay, and John M. Peck, managers; Josiah Spalding, corresponding secretary; D. Hough, recording secretary; H. Von Phul, treasurer. The title of this organization was the St. Louis Colonization Society, auxiliary to the American Society. In 1831 the officers of the society were—

William C. Carr, president; William Carr Lane, first vice-president; Henry S. Geyer, second vice-president; A. McAlister, third vice-president; A. Gamble, fourth vice-president; Henry Von Puhl, treasurer; Beverly Allen, corresponding secretary; D. Hough, recording secretary; Managers, Henry S. Potts, Thomas Cohen, John Shackford, John Finney, J. V. Garnier, John H. Gay, H. R. Gamble, John K. Walker, A. L. Johnson, Edward Bates, N. Ranney, E. J. Phillips.

We find no further record of this organization. On the 26th of July, 1839, the friends of the American Colonization Society met, pursuant to adjournment, at the Methodist Church. The committee to which

was assigned the duty of preparing a constitution for the Missouri State Colonization Society, and furnishing a list of candidates for the same by its chairman, Logan Hunton, presented a constitution and list of officers. The officers, who were unanimously elected by the meeting, were—

President, Beverly Allen; Vice-Presidents, Hon. William C. Carr, Right Rev. Jackson Kemper, Rev. A. Bullard, Rev. William M. Daily, Rev. W. S. Potts, Hon. William Carr Lane, Gen. Ranney, of Cape Girardeau; Hon. D. Dunklin, Washington County; S. L. Hart, Jefferson City; Hon. David Todd, Boone County; Maj. W. Blakely, Marion County. Managers, H. R. Gamble, H. S. Geyer, P. G. Camden, John C. Dinnies, Rev. Joseph Tabor, George K. Budd, Wayman Crow, Josiah Spalding; Treasurer, J. B. Camden; Secretary, Trusten Polk.

The Missouri State Colonization Society continued in existence for several years. Its annual meeting, held Nov. 14, 1844, in the Centenary Church, was addressed by Charles C. Whittlesey, Rev. R. S. Finley, Artemas Bullard, I. T. Hinton, Joseph Boyle, J. H. Linn, Mr. Heath, and Dr. F. Knox. Gen. N. Ranney presided, and the following officers were elected for the ensuing year:

President, Hon. Edward Bates; Vice-Presidents, Hon. J. C. Edwards, Gen. N. Ranney, Rev. A. Bullard, I. T. Hinton, William S. Potts, H. H. Johnson, Wesley Browning, — Goodrich, of Jefferson City; Right Rev. C. S. Hawks, Hon. James Young, and Abiel Leonard, of Howard County; Secretary, Rev. Robert S. Finley; Treasurer, Charles C. Whittlesey; Managers, Rev. James Boyle, H. H. Field, William G. Eliot, Wyllys King, John Camden, Archibald Gamble, William Burd, Trusten Polk, William M. McPherson, Thomas Shore, John Whitehill, Wm. M. Campbell.

On Jan. 11, 1848, we find that at the meeting of the Young Men's Colonization Society, held at the Unitarian Church, John F. Darby was called to the chair, and William Glasgow, Jr., appointed secretary. On motion of the Rev. Mr. Finley, a committee of three was appointed to nominate officers for the ensuing year; whereupon the following nominations were made and confirmed: President, Rev. William G. Eliot; Treasurer, H. S. Woods; Secretary, J. R. Barret; Board of Managers, Rev. Mr. Finley, Josiah Dent, Barton Bates, R. F. Barret, John Henderson, Mr. Jamison, William Warder, and C. Carroll.

The Erin Benevolent Society.—About the 1st of February, 1818, "a meeting of Irishmen to form a benevolent society" was held at the house of Jeremiah Conner, of which Thomas Brady was chairman, and Thomas Hanly, secretary. A committee on organization was appointed, consisting of Jeremiah Conner, John Mullanphy, James McGunneagle, Alexander Blackwell, and Arthur Maginnis. From this on to Oct. 10, 1819, no progress appears to be made. On that date another meeting was called at the office of

Jeremiah Conner, who was called to the chair. James Nagle was chosen secretary. A committee of seven was appointed to draft a constitution for the "Erin Benevolent Society," for the "relief of those of our countrymen who may be in distress." The meeting then adjourned to the 15th, when the committee reported a constitution, which was adopted, and the following officers were elected:

President, Jeremiah Conner; Vice-President, Thomas Hanly; Treasurer, Hugh Rankin; Secretary, Lawrence Ryan; Standing Committee, Robert H. Catherwood, Thomas English, Hugh O'Neil, Joseph Charles, Sr., and James Timon; Visiting Committee, John Timon, Robert Rankin, and Francis Rochford.

The French Benevolent Society was established about 1840, and after languishing until April, 1851, was reorganized with M. Cortambert as president. It now meets at 408 Washington Avenue.

The St. Andrew's Society.—A meeting of the natives of Scotland resident in St. Louis was held in the school-room of Mr. Brown on the night of Sept. 31, 1839, for the purpose of forming a benevolent association. John S. Thompson presided, and T. T. Stewart was secretary, and on motion of T. S. Rutherford, an organization was effected under the title of "The St. Andrew's Society of St. Louis, the object of which will be not only to cherish and keep alive that kindly feeling which ought to subsist between natives of the same country, but also to render aid to those whose circumstances require it"

Mechanics' Benevolent Society.—An association of this name was organized April 10, 1817, with Joseph Charles, president; Abraham Keys, secretary.

The American Sunday-School Union, the main house of which is located at No. 1122 Chestnut Street, Philadelphia, was first represented in St. Louis in 1867, when a branch house was established, with S. Paxson & Co. as agents. It was continued as the depository of the American Sunday-School Union until 1879, when a change was made in its management, and A. L. Paxson succeeded to the business as merely resident agent for the Union. Stephen Paxson, during his connection with the American Sunday-School Union for a period of thirty years, established thirteen hundred and fourteen Sunday-schools, containing eighty-one thousand teachers and scholars.

St. Louis Prison Discipline Society.—In 1848 a society of this name was organized, with the following officers: Hon. James B. Townsend, president; David N. Hall, vice-president; Charles H. Haven, corresponding secretary; Spencer Smith, recording secretary; Franklin Fisher, treasurer. It began its

labors with a library of one hundred and fifty volumes in the county jail, and carried on a beneficial work among the prisoners.

The Catholic Orphan Association, of St. Louis, was founded Feb. 13, 1841, the founders being Angela Hughes, Frances McEnnis, Prudentia Dorsey, Winnifred Mullen, Milonel Doyle, and Bibiana O'Malley. The board of managers included John B. Sarpy, Edward Walsh, Bryan Mullanphy, Amadee Vallé, Joseph Murphy, John Haverty, Thomas Gray, Thomas Flaherty, and Patrick J. Ryder. Under this management it was incorporated in 1849 as the Roman Catholic Male and Female Orphan Asylum of St. Louis. On Sept. 17, 1849, the managers assembled for the purpose of organizing. John B. Sarpy was elected president; John Haverty, vice-president; Amadee Vallé, treasurer; and Thomas Flaherty, secretary. The first location of the asylum was on Walnut Street, near the Cathedral. The building was torn down in 1841, and a home for female orphans was established shortly after on a lot donated by Mrs. Ann Biddle, at Tenth and Biddle Streets. A male department was established at Fifteenth Street and Clark Avenue, in a house built by the managers. St. Bridget's Half-Orphans' Asylum for Girls was established on Lucas Avenue and Beaumont Street in 1858. Sister Seraphine is the present Superior of the latter house. Half-orphans from five to twelve years old are placed here by the surviving parent. In connection with the asylum there is a Catholic protectorate at Glencoe, under the management of the orphan board. Orphans over nine years old are sent there from the city institutions, and are taught farming and trades. The three asylums are under the management of the board, which meets on the second Thursday of each month. The present officers are Rev. P. J. Ryan, president; Rev. William Walsh, vice-president; Rev. Philip P. Brady, secretary; Joseph O'Neil, treasurer; Rev. James Henry, Rev. M. W. Tobin, Rev. John J. Hennessy, Rev. James McCaffrey, Rev. Andrew Eustace, Messrs. M. Dougherty, Alexander J. P. Gareschè, Charles Slevin, J. B. C. Lucas, Patrick Fox, and John F. Gibbons, directors.

St. Vincent's Seminary, at Grand and Lucas Avenues, conducted by the Sisters of Charity, was established in 1843, at Tenth and St. Charles Streets, where it remained for many years. When the business portion of the city had spread beyond the seminary, and the number of pupils increased, the sisters sought another location, and the present site was chosen, and in November, 1875, the sisters moved into the extensive building which had been com-

pleted for them. Sister Olympia, who died in 1875, was the first Superior; she was succeeded by Sister Lucina. The office was next filled by the present incumbent, Sister Mary Elizabeth. The seminary is managed by twelve sisters, and is self-sustaining. The old building on St. Charles Street is owned by the sisters, and leased as a glass-factory.

The Convent of the Good Shepherd is located at Seventeenth and Pine Streets. The Sisterhood of Our Lady of Charity, better known as Sisters of the Good Shepherd, was organized in France some two hundred and fifty years ago by a band of ladies belonging to the nobility, and its members are drawn from the very flower of Catholic maidenhood, and must be in independent circumstances, for the work brings no pay. The work of the order in St. Louis was begun in January, 1849. Its first location was on Decatur and Marion Streets; the corner-stone of the present convent was laid in 1852, and it was dedicated in 1854, having since been enlarged by successive additions; the land on which it was built was donated by Mrs. L. Hunt. The objects of the institution are the reformation of fallen women and the preservation of young girls in danger. Its inmates are divided into four classes, which are kept entirely separate in occupation, recreation, worship, and living, as follows: (1) the Industrial Class, or orphans of respectable parentage; (2) the Class of Preservation, or young girls rescued from danger and the beginnings of evil; (3) the Penitents, or class of reformed women; (4) the Magdalens, or such of the reformed as choose to remain in the institution, some of whom have been there twenty and some even thirty years. The order in St. Louis was chartered under the name of Sisters of the Good Shepherd in 1869. Rev. Mother Provincial, Sister Mary of the Sacred Heart, has been in charge of the order since 1861; Sister Frances Patrick is her assistant. In the spring of 1882 they were divided as follows: inmates, First class, forty-two; second class, one hundred and twenty-one; third class, one hundred and seventy-five; fourth class, sixty-six. In all these classes industry, education, and religion are brought to bear.

The Convent of the Sisters of St. Mary was founded by Mother Odilia, who, with six sisters of the order of the Servants of the Divine Heart of Jesus, commonly called Sisters of St. Mary, arrived in St. Louis from Germany in November, 1872, and were chartered in 1873, under the corporate name of Servants of the Divine Heart of Jesus, Sisters Margaret Mary, Bernadine, Clara, Elizabeth, and others being the incorporators. The community is devoted to nursing and visiting the sick and poor in

their own homes. The convent of the order is located at the corner of Third and Mulberry Streets; it was built in 1873 on a lot of ground donated by Archbishop Kenrick. They have also a hospital on Papin Street, between Fifteenth and Sixteenth Streets, known as St. Mary's Infirmary, which was established in 1877. The first president of the community was Mother Odilia, who died Oct. 17, 1880, and was succeeded by Mother Seraphia. The present board of officers consists of Mother Seraphia, president; Sister Margaret Mary, mother assistant and mistress of novices; Sister Cecilia, secretary and treasurer.

The House of the Guardian Angel.—In 1859, Archbishop Kenrick gave the Sisters of Charity a small two-story building on the corner of Marion and Menard Streets. In this little house, with four rooms, the sisters opened a female protectorate. In a few years their work extended, and a larger building was erected on the same lot. In 1882 another addition was made. There are about fifty children in the house. Sister Mary Rose is the Superior.

The Convent of Carmelite Nuns, at Second Carondelet Avenue and Victor Street, was built in the year 1877. This community was declared incorporated under the name and style of "The Carmel of St. Joseph" in the year 1873. The incorporators were Louise J. Roman, Jane B. Edwards, Mary J. Smith, Ella M. Boland, Elizabeth Dorsey, Mary Eliza Trémoulet, Anna M. Wise, and others. The corner-stone of the present building was laid in 1873. They had, previous to the year 1877, occupied the country residence of Archbishop Kenrick, west of Calvary Cemetery. They elect one of their own number as Prioress every three years. The present Mother Prioress is Mother Mary.

St. Vincent's German Orphan Asylum, on Twentieth Street, between O'Fallon Street and Cass Avenue, was organized June 13, 1851, and incorporated the same year. The incorporators were John Mountel, F. L. Stuver, Francis Sturwald, F. J. Heitkamp, J. H. Grefenkamp, Francis Saler, and S. F. Blattarr. The original officers were F. L. Stuver, president; Charles F. Blattarr, secretary; Francis Saler, treasurer. Present chief officers: Fred. Arndes, president of society; H. J. Spaunhorst, president of board of trustees. The corner-stone of the building was laid in September, 1850. The object of the asylum is to receive, maintain, and educate orphans of German parentage. The institution has one hundred and seventy-eight children, in charge of the Sisters of St. Joseph, who receive a small annual compensation from the society. The entire expense is borne by members

of the St. Vincent's Society of German Catholics, and by semi-annual collections in the German Catholic Churches. The improvements and grounds cost over sixty thousand dollars. The boys receive two hundred dollars when they become of age, and the girls fifty dollars.

Western Female Guardian Society.—In May, 1866, a number of ladies resolved to establish a society, the object of which should be to protect the unprotected, house the homeless, save the erring, and help the tempted and destitute women in obtaining an honest livelihood. The society was to consist of those persons who would annually contribute one hundred dollars to its treasury, or give five years' faithful service to its board of managers. It was some time before a suitable location could be decided upon for such a home as was needed. In June the Weimar mansion, fronting on Brooklyn Street, near Twelfth, with a depth of one hundred and twenty-five feet and three stories high, was bought for the sum of fourteen thousand five hundred dollars, and nearly five thousand dollars more were spent upon it for repairs. Immediately after its opening the house was filled to its utmost capacity.

The Home of the Friendless, Carondelet road, south of Meramec Street, Mrs. Mary S. Burroughs, matron, had its origin in the circumstance of the death at the county poor-house of an elderly lady, who from a position of wealth and refinement had fallen into poverty. Thereupon Mrs. Joseph Charless undertook to establish a retreat for other ladies who might be similarly afflicted. She obtained from her husband five hundred dollars as a nucleus, and from Henry D. Bacon a subscription of one thousand dollars, conditioned on her securing a total subscription of ten thousand dollars. She did secure subscriptions to the amount of thirteen thousand dollars, whereupon the Home was organized and incorporated by charter bearing date Feb. 3, 1853, and designating as the corporation "all such persons of the female sex as heretofore have, or hereafter may, become contributors of pecuniary aid to said institution." As the managers are required to be corporators, the male sex is entirely excluded from active participation in the affairs of the Home. The first board of trustees consisted of Mary O. Darrah, first directress; Sarah B. Brant, second directress; Amanda M. Park, treasurer; Helen C. Annan, secretary; and Anna M. Perry, Mary S. Bennet, Julia A. Bacon, Mary H. Belcher, Sophia Gay, Charlotte T. Charless, Louisa Pratt, Angelica P. Lockwood, Minerva Blow, Rebecca M. Sire, Susan M. Simonds, Amelia J. Ranney, and Caroline O'Fallon, managers. The charter authorized the

city of St. Louis to give to the Home thirty thousand dollars in land or bonds, and the county to give twenty thousand dollars in bonds. The county court did give the amount so authorized, and the present site of the Home was bought for eighteen thousand dollars, soon after the issue of the charter. The house had been built for a Swiss Protestant College, but the enterprise fell through. Two years ago an addition of twenty rooms was made to the original building; they were dedicated in December, 1880. They are largely the product of memorial offerings, and on the doors of many of them may be read the names of those who are thus memorialized.

The Home now contains sixty-four rooms for inmates and six rooms for offices; the grounds contain over seven acres, and are beautifully laid out. Every comfort, almost every luxury, of life is provided for the inmates, who now number fifty-five; the location of the Home and the views from its windows are truly delightful. The rules provide that no one under the age of fifty (except such as are disabled) shall become an inmate; that all shall pay an admission fee of one hundred dollars, and shall further covenant to reimburse the Home for their maintenance in the case of their subsequently acquiring property. Since its establishment the Home has furnished shelter to six hundred old ladies; its total income last year was ten thousand two hundred and seventy-seven dollars and forty-three cents, of which five hundred and six dollars was from annual subscriptions of the corporators, seven hundred and fifty-nine dollars and seventy-seven cents from cash donations, and the balance from vested funds, legacies, etc. The principal subscribers to the original fund for the establishment of the Home were as follows: Subscribers of \$1000, Henry D. Bacon, Henry T. Blow, William H. Belcher, Pierre Chouteau, John Gay, Wylls King, William M. McPherson; subscribers of \$500, Joseph Charless, Oliver Bennett, Edw. J. Gay, John Simonds, Bernard Pratte, William M. Morrison, Alfred Vinton, Ann M. Perry; of \$300, Andrew Christy, R. J. Lockwood, D. A. January; of \$250, J. B. Brant; of \$200, Taylor Blow, W. H. Barksdale, Wayman Crow, O. D. Filley, James E. Yeatman, Loker, Renick & Co.; \$150, George R. Robinson; the rest being subscribed in amounts of \$100 and less. Other benefactions have been as follows: County of St. Louis, in September, 1853, bonds which sold at par \$20,000, used in purchase of the Home; and the following legacies: 1862, Mrs. Jane Wilgus, \$2500; 1867, Asa Wilgus, \$5000; 1869, Andrew Christy, \$500; 1874-82, Maj. William H. Bell (one-eighth of estate), \$16,500; 1875, Mrs. R. W. Oliphant,

\$500; 1876, Hudson E. Bridge, \$5000; 1876, Clara B. Ridgway, \$6000; 1881, Mrs. Henrietta Jaccard, \$1124.07. John O'Fallon and wife in 1858 gave to the Home fifteen arpens of land just west of the Fair Grounds, estimated value \$15,000 to \$20,000. The successive first directresses of the Home have been Mrs. Henry T. Darrah, February, 1853, to November, 1854; Mrs. Joseph Charless, to April, 1865; Mrs. George Partridge, to November, 1866; and Mrs. Charles Holmes, from November, 1866, to the present time. The second directresses have been Mrs. Sarah B. Brant, Mrs. George Partridge, Mrs. Rebecca M. Sire, Mrs. Charles Holmes, Mrs. George Partridge, Mrs. William Downing, Mrs. Henry T. Blow, Miss Martha Smith, Mrs. A. F. Shapleigh. Secretaries, Mrs. Helen C. Annan, Mrs. Henry T. Darrah, Mrs. George Banker, Mrs. James Fiske, Mrs. L. N. Bonham, Miss Martha Smith, Mrs. J. G. Chapman (since 1873). Treasurers, Mrs. Andrew Park, 1853 to 1864; Mrs. Samuel Copp, 1864 to the present time. There now sixty-two inmates. The officers are—

Mrs. Charles Holmes, first directress; Mrs. A. F. Shapleigh, second directress; Mrs. J. Gilbert Chapman, secretary; Mrs. Samuel Copp, treasurer; and Mrs. Henry Kennedy, Mrs. William Stobie, Mrs. Thomas Howard, Mrs. Gerard B. Allen, Mrs. E. C. Copelin, Mrs. E. A. Hitchcock, Mrs. E. E. Webster, Mrs. John C. Vogel, Mrs. S. F. Humphreys, Mrs. G. Mattison, Mrs. J. C. Kraft, Mrs. D. C. Young, Mrs. John T. Davis, Mrs. William H. Benton, Miss Jennie Glover, Mrs. L. M. Collier, Mrs. S. C. Cummins, board of trustees.

The Girls' Industrial Home.—In 1854 a number of the ladies of St. Louis established a charitable institution called "The Industrial School and Temporary Home for Destitute Children," for the purpose of reclaiming and teaching habits of industry to and educating orphan children and the children of destitute parents. In 1855, Mrs. Mary B. Homes, Mrs. Mary Ann Ranlett, Mrs. Mary B. Murray, and Mrs. Caroline E. Kasson, as incorporators, obtained from the Legislature a charter under the name of "The Girls' Industrial Home," by which name it has since been known. The Home is now situated at the corner of Nineteenth and Morgan Streets, to which place it was removed in 1867. Its first president was Mrs. Mary Ann Ranlett, but for the past twenty-five years Mrs. John S. Thomson has filled that position. Its present officers are—

Mrs. John S. Thomson, president; Mrs. Robert Anderson, first vice-president; Mrs. Jonathan Jones, second vice-president; Mrs. E. W. Clarke, recording secretary; Mrs. Edward Morrison, corresponding secretary; Mrs. W. A. Jones, treasurer. Managers, Mrs. Clara Barnard, Mrs. S. Cupples, Mrs. A. S. W. Goodwin, Mrs. J. M. Corbett, Miss M. P. Simons, Mrs. E. A. Morse, Mrs. J. Arnot, Mrs. R. E. Briar, Mrs.

George A. Madill, Mrs. M. C. Libby, Mrs. F. B. Chamberlain, Mrs. J. O. Talbot, Mrs. E. N. Leeds, Mrs. J. H. Alexander, Mrs. E. O. Stanard, Mrs. W. H. Gregg, Mrs. M. M. Buck, Miss Mary Ganse, Mrs. Charles H. Smith, Mrs. John A. Smithers, Mrs. S. Pepper, Mrs. H. D. Waterman, Mrs. William Mitchell, Mrs. W. F. Brinck, Mrs. E. G. Obear, Mrs. J. S. Dunham, Miss Anna Pulliam, Mrs. F. S. Waters, Mrs. G. L. Joy. Sewing Committee, Miss Ella Fairman, Miss Belle Anderson, Miss Laura Anderson, Miss Ewald. Advisory Committee, A. F. Shapleigh, S. Cupples, E. G. Obear, E. Morrison. Counsel, Henry Hitchcock, S. P. Galt. Physicians, J. F. Stevens, J. M. Stevens.

The Working Women's Home and Home for Blind Girls.—The Working Women's Home was organized in 1875, under the direction of the Western Sanitary Commission, comprising George Partridge, C. S. Greeley, James E. Yeatman, and J. B. Johnson. The object of this institution was to supply a home for working women and a day nursery. In connection with the Working Women's Home a Home for Blind Girls was established in 1879. The latter was founded because it was found that many of the girls on leaving the Missouri Institution for the Blind were left without a place of refuge. A society was organized among the blind girls of the institution, known as the Blind Girls' Band. At a meeting held by them for raising a fund the collections amounted to one dollar and sixty-two cents. The band went to work, and by their exertions, with a few donations, succeeded in raising a fund of six thousand five hundred dollars. The Western Sanitary Commission offered the band the use of a portion of the Working Women's Home free of charge, and they established an Industrial Home for the benefit of poor blind girls. Mrs. M. A. Evans has long presided over the management of the Home. The Home is on Twelfth Street, between Cass Avenue and O'Fallon Street. The buildings are owned by the Sanitary Fund.

The Worthy Woman's Aid, 1712 North Tenth Street, is a home institution, conducted by Mrs. Hariot for women who are out of employment. Shelter is given them, and situations are sought for worthy applicants. Mrs. Hariot conducts the Home, which has twenty inmates, without the aid of any organized charity.

The Methodist Orphans' Home.—In 1865, William H. Markham determined to establish an orphans' home. His object was to take care of the helpless orphan children of Methodist parents, and if able to receive and provide for any destitute orphans, without regard to the religion of the parents, to educate them at the public schools so far as necessary for business, trades, etc. Mr. Markham proposed to bear the responsibility for all necessary expenses, but no one was prohibited from contributing to the enter-

prise. In 1866 a building known as the Chamburg House, on the southwest corner of Twelfth and Monroe Streets, was rented and furnished. It was soon found that this house was too small, and the Doby mansion being then for sale, it was purchased by Mr. Markham for about thirteen thousand dollars. The Home is located on the southwest corner of Twelfth and Brooklyn Streets, and both the house and the grounds are admirably adapted to its purpose. In 1867 the control of the Home was transferred to the keeping of the Methodist Episcopal Church South, by which it was reorganized, and went into operation with the following officers:

William H. Markham, president; Levin H. Baker, first vice-president; Hiram Shaw, second vice-president; Austin R. Moore, permanent secretary; and Hon. Truett Polk, William T. Gay, Robert Baker, James Bissell, and John C. Bull, Mrs. William Finney, Mrs. J. G. Shelton, Mrs. William T. Gay, Mrs. C. C. Anderson, Mrs. Levin H. Baker, Mrs. P. H. Lockwood, Mrs. John O'Fallon, Mrs. Truett Polk, Mrs. Samuel Cupples, Mrs. Edwards, Mrs. Jesse Arnot, Mrs. Dr. Bryant, Mrs. M. R. Collins, Mrs. Bissell, Mrs. Capt. Logan, Mrs. Jesse Boogher, Mrs. A. McCamant, Mrs. J. B. Coleman, Mrs. Nathan Coleman, Mrs. W. C. Goodwin, Mrs. Dr. William Johnston, Mrs. O. G. Rule, Mrs. James Merriman, Mrs. Barbee, Mrs. Mary Avis, Mrs. Higgins, Mrs. Jos. Patterson, Mrs. Gates, Mrs. W. L. Larimore, Mrs. Vandever, Mrs. T. F. Drake, Mrs. Smizer, Mrs. James Miller, Mrs. J. C. Bull, Mrs. McCausland, Mrs. Dr. Penn, directors.

After the reorganization the Home was removed to 3533 Laclede Avenue, its present location.

Mullanphy Emigrant Relief Fund.—Bryan Mullanphy, a philanthropic citizen of St. Louis, who died June 5, 1851, left the following will:

"I, BRYAN MULLANPHY, do make and declare the following to be my last will and testament:

"One equal undivided third of all my property, real, personal, and mixed, I leave to the city of St. Louis, in the State of Missouri, in trust, to be and constitute a fund to furnish relief to all poor emigrants and travelers coming to St. Louis, on their way, *bona fide*, to settle in the West.

"I do appoint FELIX COSTE and PETER G. CAMDEN executors of this my last will and testament, and of any other will or executory devise that I may leave; all and any such document will be found to be olograph, all in my own handwriting.

"In testimony whereof, witness my hand and seal.

"BRYAN MULLANPHY. [SEAL.]

"Witnesses present:

"ADOLPHUS WISLIZENUS.

"JOHN WOLFF.

"M. W. WARNE.

"D. AUGUST SCHNABEL."

The city of St. Louis accepted the trust, but the will was contested by relatives of the deceased. After litigation for several years, the will was declared valid, and the terms of the instrument have been carried into effect. The fund consists of real estate altogether

and the income from it, and it is now estimated at nearly \$600,000. It is managed by a board of thirteen commissioners appointed by the City Council, the mayor being *ex officio* a member of the board. An immense amount of good is being done for poor emigrants and travelers through the distribution of this fund. Commissioners are appointed every three years, but their terms of office do not expire at the same time, three being chosen each year. The present board is composed of August Frank, president; Alexander Cameron, vice-president; G. H. Boeckenkamp, Dr. Frederick Hill, Adam Linck, H. C. Meyer, C. H. Miller, L. W. Mitchell, William Nichols, E. J. O'Connor, D. T. Parker, Philip Stock, and R. M. Scruggs. William H. Block is secretary of the board, and the general office is located at No. 807 Locust Street.

The Home for Aged and Infirm Israelites of St. Louis.—About twenty years ago the Hon. Isidor Bush and others endeavored to establish in St. Louis a Jewish hospital. The city authorities donated a block of ground near the Marine Hospital for that purpose, conditioned, however, that the hospital be erected within two years thereafter. The Jewish community being unable to raise the requisite means to build the hospital, and other difficulties arising, the property reverted to the city. No action was thereafter taken to further the object until Oct. 13, 1878, when at the suggestion of the late Bernard Singer, its president, the United Hebrew Relief Association of St. Louis subscribed sixteen hundred and twenty dollars in annual meeting in aid of a home for old and infirm Israelites, and appointed a committee, consisting of Rev. Dr. Sonnesehein, Jacob Furth, and A. Binswanger, to draft an appeal to all Israelites of the city to meet at Harmonie Club Hall Oct. 27, 1878, for the purpose of organizing a Jewish Hospital Association. The appeal was issued; a large number of persons convened, and the association adopted as its name the title of "Jewish Infirmary and Hospital Association of St. Louis." At this meeting eight hundred and seventy dollars, additional to the sixteen hundred and twenty dollars before contributed, were subscribed, with the understanding that no part of said subscriptions were to be collected until the sum of five thousand dollars was subscribed. The association organized by electing Jacob Furth as president, William Goldstein as treasurer, and A. Binswanger as secretary. After this there appeared to be a lack of interest in the subject, and the Relief Association, in view of this fact, concluded to establish a home for aged and infirm persons, with a hospital as an appendage, thereby reversing the plan previously adopted, and making the

hospital an appendage to "the Home." To carry out this purpose they annually set aside from the proceeds of grand charity balls of the Relief Association certain sums of money until the sum thus set apart amounted to seven thousand two hundred dollars. For about twenty years there had existed an association known as "The Ladies' Widows and Orphans Society," which had been organized to aid in establishing an orphan asylum here. The asylum being located at Cleveland, Ohio, under the auspices of the order of B'nai B'rith, the Ladies' Widows and Orphans Society kept its fund intact, but donated the interest thereof annually to the Cleveland Orphan Asylum. In 1882 it had a fund of ten thousand dollars in its treasury. The president of the Relief Association conceived the idea of persuading the society to donate its fund to establishing a home for aged and infirm persons, and after much deliberation the fund of the Ladies' Widows and Orphans Society was equally divided between the Cleveland Orphan Asylum and this association.

The Ladies' Zion Society, through its president, Mrs. Joseph Wolfort, was next enlisted in this behalf, and it generously promised to contribute fifteen hundred dollars. Then the young ladies of the city, under the leadership of Misses Flora Isaacs, Clara Maas, Josie Bush, Sophie Glaser, and Sarah Schiele, organized an association called the Young Ladies' Hospital Aid Society, whose chief purpose was to raise means to furnish the hospital when erected. They raised the handsome sum of fourteen hundred dollars, which was placed in the hands of Jacob Furth and Joseph Wolfort as trustees. The idea of establishing a hospital having been abandoned, they agreed to contribute this fund, which had swelled to the sum of eighteen hundred dollars, towards establishing a "Home." The property No. 3652 Jefferson Street was purchased in April, 1882, by the United Hebrew Relief Association, and a society was permanently organized as "The Home for Aged and Infirm Israelites of St. Louis," with B. Hysinger, president; A. Binswanger, secretary. The home was formally dedicated May 28, 1882. The contributors to the purchase and equipment of the institution were the United Hebrew Relief Association, \$7777; the Ladies' Widow and Orphan Society with \$5000; the Young Ladies' Aid Society with \$2000; the Ladies' Pioneer Society with \$1000; the Ladies' Zion Society with \$1500; the Ladies' Hebrew Relief Society with \$300; L. M. Hellman, \$1000; Mrs. Lewis Beaman, \$1000; Nicholas Scharff and wife, \$500; Marcus Bernheimer and wife, \$500; Albert Fischer, \$250; M. Fraley, \$100; and Albert Fishel, of Pittsfield,

Ill., \$50. The house and lot cost \$10,500, the improvements necessary to fit the building for a home cost \$2000, the furniture and carpet cost \$3500, and other incidentals cost \$500; total, \$16,500. The grounds are two hundred and eighteen by two hundred and seventy-nine feet, and are tastefully laid out and carefully kept. The house is a brick structure, three stories in height with a basement. Fifty persons can be cared for in the Home, and only infirm Israelites over sixty years of age and of good moral standing are admitted. The present officers are B. Hysinger, president; Mrs. Albert Fischer, vice-president; August Binswanger, secretary; Benjamin Eise-man, treasurer; and L. M. Hellman, N. Scharff, Mrs. A. Frank, Miss B. Langsdorf, Mrs. J. Wolfort, Mrs. M. Fraley, W. Goldstein, Mrs. L. Stern, M. Loewenstein, directors.

The German General Protestant Orphans' Association of St. Louis was organized Feb. 13, 1877, and located on Natural Bridge road, near White Avenue. The names of the incorporators are Philip Krieger, Sr., Charles G. Stifel, Heinrich Hertz, Fritz Zelle, Francis H. Krenning, Claus Kiehts, William Lefmann, John H. Conrades, Adolph Fischer, Gerhard Boeckenkamp, Ernst Knickmeyer, August Schulenberg, Nicholas Berg, Friedrich Dietroeger, Otto Peters, Casper Prange, William Reipschlaeger, Hugo Starkeoff, and John Woestmann. The object of the association is to receive, as far as possible, all poor orphans and educate them without charge, also to receive half-orphans and orphans with means provided by the surviving parent or guardian. The first president was Philip Krieger, Sr., who resigned May 26, 1879. His successor, who is now holding the office, is John H. C. Conrades. The cornerstone of the building was laid Sept. 6, 1877. On Oct. 20, 1878, it was dedicated, and occupied by the first orphans a few days after its dedication. The present officers are John H. C. Conrades, president; Charles G. Stifel, vice-president; Ernst Knickmeyer, secretary; Frederick Zelle, financial secretary; Francis Krenning, treasurer; Adolph Fischer, William Reipschlaeger, William Lefmann, William Noelker, Friedrich Diekroeger, H. Bloebaum, Gerhard Boeckenkamp, Theodor Lessinghaus, Claus Kiehts, Claus Grote, H. W. Moermann, Conrad Fath, August Gehner, and C. Hager, directors.

The German Emigrant Aid Society was organized Feb. 6, 1851, and was chartered under an act of the Legislature of Missouri, Feb. 27, 1851. The original incorporators were Robert Hanning, Arthur Olshausen, William Stumpf, Ferdinand Overstoltz, and others. Its object is the relief of German im-

migrants after their arrival in this country, by furnishing them with money, supplies, etc. The present officers are Arthur Olshausen, president; C. J. Stifel, vice-president; H. T. Wilde, recording secretary; Dr. H. Kenney, corresponding secretary; and C. R. Fritsch, treasurer.

The Farmers' and Mechanics' Mutual Aid Association of St. Louis was incorporated Sept. 22, 1878, with J. F. C. Fagg, F. M. Doan, A. V. Cobb, J. S. Brown, F. K. Doan, S. R. Peters, and G. Hurt, incorporators, as a beneficial association. Its present officers are Hon. Thomas J. C. Fagg, president; Nathan Shumate, vice-president; F. M. Doan, secretary; J. S. Brown, treasurer; Frank K. Doan, general manager; S. R. Peters, counsel; Garland Hurt, medical director.

Covenant Hall Association.—This organization was incorporated in December, 1877, by A. Kramer, Isidor Bush, S. Wolfenstein, H. Newland, Jacob Furth, and David Loewer, for the purpose of providing and furnishing a suitable meeting-place for the different Jewish benevolent societies. It is located in the Druid Hall building, corner of Ninth and Market Streets. Its present officers are H. Newland, president; and Isidor Bush, secretary and treasurer.

The Mullanphy Emigrant Home.—This building, situated on Fourteenth Street, between Mullanphy and Howard Streets, was erected in 1867, at a cost of thirty thousand dollars, partly supplied from the Mullanphy Fund. The Home was maintained until 1877, when the trustees, finding that it was less expensive to carry out the provisions of the devise in other ways, leased it to the school board, by whom it is now used for school purposes.

The St. Paul's Benevolent Society was incorporated May 16, 1868, by Frederick Arendes, Nicholas Helmbacher, G. L. Gretz, A. Geisel, Louis Metts, and others. The membership numbers nearly six hundred. The object of this society is to render aid to its members in case of sickness or death. The officers are Frederick Arendes, president; Julius Peterson, treasurer; P. W. Bergs, secretary.

Ancient Order of Hibernians.—In 1847 some Irish-Americans of New York City organized the Ancient Order of Hibernians, to relieve the distresses of the thousands of their countrymen who in that period were fleeing to this country to escape the horrors of the memorable famine in Ireland. It is said they patterned it after some of the numerous patriotic secret societies which for centuries have flourished on Irish soil. The order gradually spread to other States, and finally assumed a beneficial char-

acter. In St. Louis the first division was established in 1870 by John Tigh, Andrew Ferry, Peter Leonard, Patrick Coughlin, and others. Divisions 2 and 3 were organized during the same year, and others followed until at the present time every district in the city is supplied.

The order provides sick benefits, and a death benefit of one thousand dollars. Members must be Irish, or of Irish descent, and must also be Catholics. The opposition to the order on the part of the church authorities in some sections has never been manifested in St. Louis; on the contrary, it has always had their sanction and support.

In 1870 a State Division was also established. There are now sixteen divisions in Missouri, with about nine hundred members. The present State officers are: State Delegate, P. J. Kelley, St. Louis; State Secretary, John J. Granfield, Kansas City; State Treasurer, Charles Landers, St. Louis.

The affairs of the order in St. Louis are managed by a board of five officers from each subordinate division. The present County Delegate is James Garrigan; County Treasurer, J. A. Flynn.

The divisions in St. Louis are as follows:

Division No.	Membership.
1.....	135
2.....	120
3.....	150
4.....	80
5.....	75
6.....	58
7.....	114
8.....	119
9.....	89
10.....	100
Total.....	1040

The **Helvetia Huelfs-Gesellschaft** is an association of Swiss residents of St. Louis, organized in 1873 to relieve the distress of needy immigrants or travelers of that nationality, as well as the wants of any of its members. It has about fifty members. It is supported by fees and dues, and by appropriations from the Swiss government and Swiss cantons. The yearly receipts are about one thousand dollars. During the last year two hundred and forty-six persons were relieved. The officers are: President, Rev. J. G. Eberhard; Vice-President, F. T. Ledergerber; Secretary, H. Graf; Treasurer, Jacob Buff. While an independent body, it is in affiliation and correspondence with similar associations in Philadelphia, Chicago, and New Orleans.

Marine Engineers' Association, No. 6.—The Marine Engineers' Association, No. 6, was organized Feb. 25, 1875, for the purpose of the mutual improvement of its members. It obtained a charter April 25th of the same year. It was located at first

on the corner of Eleventh Street and Franklin Avenue, but afterwards removed to No. 411 North Third Street, where it is now situated. Its presiding officers have been J. W. Shea, Hunt Owen, and Thomas H. Nelson. Its present secretary is James H. Harris. The association numbers three hundred and fifty members. There are thirty-four similar associations in the United States.

Millwrights' Assembly.—This assembly was organized March 7, 1880, for the purpose of improving the condition of its members and obtaining legitimately for their labor as high wages as possible. It was chartered in April, 1880, with Porter Pleasant, C. F. Metz, F. O. Semn, and J. O'Connell, incorporators, and located at No. 902 South Fourth Street. Its presiding officers have been, successively, A. Landgraf, P. Pleasant, J. McClure, and J. C. Booth. Its present officers and directors are A. Landgraf, A. J. Burns, C. F. Metz, F. Woehne, C. Schmidt, H. Berneh, and T. Hill, with Thomas Howard, secretary.

United Sons of Erin Benevolent Society.—This is an open association of Irishmen who are Catholics for mutual assistance. It was organized in 1866, and among the early members and promoters were Rev. James Henry, Francis Noonan, Dr. W. H. Brennan, James Bligh, and others. It is the only association of the name in St. Louis, is confined to the city, and has about two hundred members. It pays six dollars a week for sick benefits, and in the event of a member's death the heirs receive one dollar from each surviving member. The officers for 1882 were—

Spiritual Director, Rev. Father Henry; President, M. Whalen; Secretary, John Costello; Treasurer, Richard O'Neill; Medical Examiner, Dr. W. N. Brennan.

Gruetli Verein.—By 1845–48 quite a colony of Swiss had settled in St. Louis, and in 1848–49 (some say a year or two earlier) the "Swiss Benevolent Society" was formed. It appears to have been subordinate to the National Gruetli Verein, which was organized in 1848. About the same time the Gruetli Gesangverein was organized, and after some years the two societies consolidated. Both had good libraries, and the benevolent society had three hundred and fifty dollars. The association was known as the Gruetli Verein, and its objects were beneficiary. Ultimately the song section withdrew and became the Swiss Maennerchor.

The Gruetli Verein was one of the first of the foreign societies to parade in St. Louis, and its appearance in public on the 4th of July and November 17th, when the "Gruetli Oath" was celebrated, occasioned much comment. One of its conspicuous mem-

bers was John Bachman, who was dressed as William Tell, and whose gray beard fell to his knees.

In 1861 the Gruetli Verein was chartered, the incorporators being J. C. Brandenberger, Francis J. Ackerman, J. J. Kiburz, John Rudy, Gregor Meury, Ole F. Schneider, J. C. Kaiser, Noel Kiburz, and Charles Ehrmann.

During the war it lost many members who fought on the side of the Union. Since then its career has been without special incident. It has about one hundred and fifty members, and pays six dollars a week for sick benefits, and three hundred dollars in case of death. Of late years it has worked independently of any outside authority.

The present officers are: President, J. C. Mueller; Vice-President, John Meyer; Secretary, G. Hegg; Financial Secretary, John Grob; Treasurer, Conrad Hippenmeier; Librarian, J. Schlaeh.

Sons of Temperance.—This order originated in New York in 1842, and in February, 1844, A. Spalding, of St. Louis, petitioned the National Division for a charter for a division in St. Louis, which was granted, and St. Louis Division, No. 1, was organized, probably during the same year. In 1846, Henry Stagg, the Recording Scribe of the division (a well-known lawyer), and W. F. Chase represented Missouri in the National Division. On the 5th of May, 1847, the Grand Division of Missouri was instituted by William S. Stewart, Deputy M. W. P. Five divisions existed in Missouri, and Rev. C. B. Parsons, D.D., was the first Grand Worthy Patriarch. Among the prominent members of that body were Bernard Bryan, Ira Vail, J. R. Lackland, Rev. W. Z. Prottzman, Jonathan Jones, James Spore, John B. Higdon, William A. Lynch, Isaac N. Hedges, and T. H. Cavanaugh. William S. Stewart was a prominent Odd-Fellow, and had been Grand Master of the I. O. O. F. Grand Lodge.

The records of the Grand Division of Missouri are lost, and details of the progress of the order in the city are very meagre. Bernard Bryan represented the State in the National Division in 1848, and reported two thousand two hundred and eight members; in 1849 three thousand three hundred and seventy members were reported. At one period before the war there were one hundred divisions in the State, with perhaps fifteen thousand members, but the war nearly destroyed the order, leaving but eight or ten divisions, with only about two hundred members. In St. Louis there were ten divisions before the war, with a membership of one thousand to fifteen hundred. There is now but one St. Louis division, No. 1, about fifty members. There are six divisions in Missouri,

with some three hundred members. The present Grand Division officers are—

G. W. P., P. R. Ridgeley, Palmyra; G. W. A., Miss R. E. Anderson, Palmyra; G. S., J. J. Garver, St. Louis; G. T., Mrs. F. E. Lane, Palmyra; G. Chap., Rev. M. M. Hawkins, Palmyra; G. Con., N. W. Dunn, Philadelphia; G. Sent., J. W. Tattman, Philadelphia; E. H. Hulin, Palmyra, P. G. W. P.

Catholic Total Abstinence and Benevolent Society.—This society was the pioneer of all the Catholic temperance societies which have sprung up within the past thirty years. It was organized on the 15th of August, 1848, by the Rev. John Higginbotham, a retired chaplain of the British army. He was the pastor of St. John's Catholic Church, and built the new St. John's Church, and remained at the head of the society until he left St. Louis, which was about 1855. He went to Halifax, N. S., and started a similar and flourishing society there, and then re-entered the British service. After some years he was retired, and is now living in England with the rank of colonel.

The second president of the society was Rev. James Bannon, who in 1861 or 1862 entered the Confederate service as chaplain, and after the war returned to Dublin, where he is living, a Jesuit Father, and regarded as one of the ablest preachers in Ireland. The third president was the Rev. James O'Brien, who in 1863 or 1864 was succeeded by the Rev. Father Henry, who has been the president uninterruptedly ever since. Father O'Brien is reported to be teaching in a college in Illinois.

The first officers of the society were—

President, Rev. John Higginbotham; Vice-President, Michael McEnnis; Secretary, Thomas Lawless; Treasurer, Michael Hogan; Grand Marshal, Col. Joseph Kelley.

Of these officers, Father Higginbotham, as previously stated, is still living. Mr. McEnnis is also still alive, and in 1881 was president of the Merchants' Exchange. He was succeeded by Dennis Kehoe, who is dead. James Mulholland was the second secretary, and the third secretary was Patrick Sullivan, who has filled that office for many years. Michael Hogan was treasurer for a number of years, and then Michael Whelan. Both are dead. The next treasurer was Edmund Burke, and the next was Michael E. Smith, who was succeeded by Michael Clary, who has held the office for nearly a decade.

Until the civil war the society had seasons of great prosperity, and at one time nearly one thousand members were enrolled. The war caused a serious division, and many of the members enlisted, some on the side of the Confederacy, but the great majority in the Union army. After the war the society was

subjected to loss by reason of the establishment of numerous beneficiary orders, which attracted the young men; consequently it is now composed principally of middle-aged and old members. Originally established purely as a temperance society, relying on moral inducements, it was found expedient some years ago to adopt certain beneficiary features, viz.: Funeral benefits of one dollar *per capita* on the death of a member; seventy-five dollars on the death of a member's wife, and five dollars per week sick benefits. The society is not secret, and it is confined to Catholics. The present membership numbers nearly three hundred, and the present officers are—

President, Rev. Father James Henry; First Vice-President, Robert Kelleher; Second Vice-President, Thomas J. Donahue; Secretary, Patrick Sullivan; Treasurer, Michael Cleary; Marshal, James Duffy; Messenger, Dennis Daly.

In relieving distress and in assisting those of infirm will to escape the bondage of drink, the society has done an amount of good that cannot be estimated.

Independent Order of Good Templars.—This popular temperance organization originated in Central New York in 1852, and was the first society of any kind to admit women to every position of official dignity and honor on equal terms with men. The first lodge in Missouri was established at Booneville, April 25, 1854, by B. F. Mills, a prominent member of the Sons of Temperance, who during a visit to the East in the interest of that order was initiated into a Good Templars' lodge, and returned full of enthusiasm for this new temperance institution. The first lodge in St. Louis was instituted early in 1855, and soon after, in the order named, St. Louis Lodge, Lily of the Valley Lodge, and Mound Lodge were established. Mr. Mills was the instituting officer of all these.

On the 14th of March, 1855, the Grand Lodge of Missouri was established in St. Louis. So rapidly had the order grown that there were seventy-seven lodges and several hundred Good Templars in the State, yet at the institution of the Grand Lodge only eleven lodges were represented, located in Alexandria, Columbia, California, Farmington, Paris, Platte City, Springfield, Warsaw, two at Warrenton, and one (Mound Lodge) at St. Louis, the delegate from the latter being Mrs. Jane P. Moon, still a resident of St. Louis, who has been uninterruptedly a member of the order. The first Grand Worthy Chief Templar of Missouri was Col. William F. Switzler, of Columbia, and of the fifteen members of that Grand Lodge he and Mrs. Moon are believed to be the only survivors. The first officers of the Grand Lodge were—

Grand Worthy Chief Templar, Col. William F. Switzler, Columbia; Vice-Templar, Mrs. Jane Walker; Counselor, R.

E. Blakeley; Secretary, B. H. Mills; Treasurer, E. E. Pleasant; Chaplain, Rev. W. M. Rush; Marshal, H. B. Callahan.

Up to the breaking out of the war the order flourished in St. Louis, and among its promoters were John F. Grandy (now dead), who became Grand Secretary and Grand Worthy Chief Templar; John Libby (now dead), who became Grand Secretary, and who at one time edited a temperance paper; John Campbell, now of Moberly Mound, who also became Grand Worthy Chief Templar; C. S. Barrett, a lumber merchant of Carondelet; R. R. Scott, still living, and for several years one of the most energetic Grand Secretaries the Grand Lodge ever had; and Timothy Parsons, an active member of several other temperance societies.

When the war broke out the Good Templars had nearly five hundred lodges in Missouri, but that contest nearly broke the order up, and when the first Grand Lodge met after the war only about twenty-five lodges responded to the call. In St. Louis, however, the order did not greatly suffer, as the lodges were recruited from the numerous bodies of soldiers in the city, and one of the most flourishing lodges was the one in connection with the camp at the Fair Grounds. The Good Templars reached their greatest prosperity in St. Louis after the war, when, under R. R. Scott's Grand Secretaryship, there were eleven lodges in the city, with about twelve hundred members. There are now eight lodges in St. Louis, as follows:

Anchor, No. 1; Lily of the Valley, No. 5; Resolute, No. 216; Our Neighbors, No. 233; Hope, No. 963; Western Star, No. 58; North Star, No. 904; Lone Star, No. 44; Meramec, No. 46.

The present officers of the Grand Lodge are as follows:

G. W. C. T., W. F. Switzler, Columbia, Mo.; G. W. C., J. Y. Nesbit, Paris, Mo.; G. W. V. T., Mrs. Mary J. Alexander, St. Louis; G. W. Sec., W. D. Crandall, Brookfield, Mo.; G. W. Treas., Mrs. Ann W. Broughton, Paris, Mo.; G. W. Chap., T. J. Hutchinson, Springfield, Mo.; G. M., R. Brookes, Fredericktown, Mo.; Supt. of Juvenile Templars, Mrs. Jane P. Moon, St. Louis.

Several attempts have been made to organize lodges among the colored people of St. Louis, but without much success.

The order has not been beneficial, but in 1881 the Grand Lodge authorized the organization of a Mutual Benefit Association, and in May, 1882, the "Good Templars' Mutual Benefit Association of America" was reported organized, with headquarters at Columbia, Mo. It embraces insurance for one thousand, two thousand, three thousand, four thousand, and five thousand dollars.

The Shamrock Society.—In the summer of

1854 a riot occurred in St. Louis, continuing three days, and among the victims were many Irishmen. While engaged in caring for their injured countrymen, some of the leading Irishmen of that period projected the establishment of a permanent society to relieve the wants of their distressed compatriots, and in September, 1854, the Shamrock Society was organized. The meeting was held at the house of Patrick Moran, Eighth and Biddle Streets, and among those participating were M. J. Dolan, William Hughes, William Delehunt, Patrick O'Neill, Edward Lester, Martin Keary, and several others. Edward Lester was the first president. The object of the society was declared to be beneficial, embracing sick benefits of five dollars per week, and an assessment of one dollar per member in case of death. The society flourished up to the war, and at one time had nearly three hundred members. During the war it suffered from political divisions, but since that period has had a prosperous but unostentatious career, and now numbers about two hundred and twenty-five members. It is not a secret society. While exclusively a St. Louis organization, it is in correspondence with the Irish Catholic Benevolent Union, and traveling members receive help if needed. Safeguards, however, are provided for the protection of the society against fraud. The present officers are—

President, Patrick Monahan; Vice-President, Richard Reddy; Recording Secretary, Thomas Cullinane; Financial Secretary, John Walsh; Treasurer, John Hall.

Chapter of Temperance and Wisdom.—On Sept. 5, 1859, some young men who had been members of a temperance order for young people in Buffalo, N. Y., organized Mount Vernon Chapter of Temperance and Wisdom of St. Louis. The charter members were D. R. Mason, H. D. Moore, C. F. Parsons, M. Dole, David Daniels, M. D. Degge, Charles C. Lacey, Franklin Lacey, A. J. Fox, Henry Fox, and D. R. Mason was the first presiding officer (or king). In 1860 the Grand Chapter of Missouri was organized, the Grand King being Timothy Parsons. This chapter assumed supreme functions, and issued charters for chapters in Pittsburgh, Pa., and Springfield, Mo., besides organizing several chapters in St. Louis,—Perseverance Chapter, in 1870; North Star Chapter, in 1872; and Silver Star Chapter, in 1873. All these chapters were very successful for a season, and had at one time five hundred members in the aggregate, but eventually all died except one, which has about one hundred members. The order was specially designed for the young, and the ritual was showy and attractive. The existing chapter has the following officers:

Grand King, H. D. Moore; Grand Queen, Emma R. Barnes; Grand Marshal, J. W. Barnes; Grand Recorder, J. J. Garver; Grand Treasurer, Alexander McAllister.

The Catholic Knights of America, organized at Nashville, Tenn., about the year 1874, for mutual aid and support, is a beneficiary order, paying two thousand dollars death benefits, and sick benefits at the option of the subordinate branch. In St. Louis the first branch of the order was organized Sept. 4, 1879, by J. W. Mertz, J. W. Rooney, P. O'Brien, James Mullen, A. R. Rivet, Robert Parkinson, F. W. Stephens, J. P. Kane, and Daniel Gray. Among other prominent promoters of the order in St. Louis are J. St. Cyr, J. W. O'Connell, J. Guignon, P. Monahan, Dr. F. Lutz, M. J. Brennan, A. Finney, John J. O'Neill, J. Moran, M. Haughey, F. A. Rogers, Henry McCabe, M. W. Hogan, and others. There are thirteen branches in St. Louis, with about nine hundred members. The membership in Missouri is about fourteen hundred. The State Council was organized April 12, 1882, with the following officers:

Spiritual Director, Rev. W. H. Brantner, St. Louis; President, John J. Thompson, St. Louis; Vice-President, H. B. Denker, St. Charles; Secretary, P. O'Brien, St. Louis; Treasurer, James Glass, Sedalia.

The Band of Hope.—The Chapter of Temperance and Wisdom may justly be regarded as the parent of an important and useful organization among the young known as "Bands of Hope." To these youth of both sexes are admitted, and the pledge enjoins abstinence from tobacco, profanity, and intoxicating liquors. The first band was organized April 14, 1861, and the chief promoter was H. D. Moore, who had been a prominent worker in all the temperance orders of the period. Five small boys were all that could be mustered for charter members. One of them was chosen president, but soon Mr. Moore was elected to that position, and has occupied it continuously until the present. The society grew rapidly, and at intervals has had five hundred members, and for the past ten years has averaged three hundred. It has assisted in the organization of numerous societies of a similar character, many of which flourished for a season and finally died, but several still live and are doing well.

The band was organized at the corner of Washington Avenue and Fourth Street, over what was then Tiehnor's clothing-store; it met here a year, and subsequently for six years at Dr. Post's church, Tenth and Locust Streets; it then made several changes, and occupied the "old Ebenezer Church," Seventh Street and Washington Avenue, where it was

burned out. After one or two more removals it located in "Avenue Hall," northeast corner of Washington Avenue and Ninth Streets, in a building erected by Mr. Moore himself, but the Lindell Hotel having been destroyed by fire, and Washington Avenue greatly impaired for business purposes, Mr. Moore's investment proved a poor one, and the society had to abandon the hall and returned to Dr. Post's church, which it has occupied for ten or twelve years.

The society is claimed to have accomplished an immense amount of good. It is asserted that fully one-half of the members of the adult temperance societies are graduates from the Band of Hope. More than sixty of the female teachers in the St. Louis public schools were members of the band, and the boys who have graduated from the same organization are now numbered among the best of St. Louis' young business men, and are prominent in temperance and church work in the city, and in this and neighboring States.

The list of those who, as superintendents, have assisted Mr. Moore embraces the names of John Libby, a well-known citizen, now dead; Mrs. S. S. Gannett, a lady noted for her philanthropy; the Rev. Mr. Coffland; Dr. T. H. Hammond; H. Eberly, a prominent real estate broker, and J. W. Barnes, a well-known builder, the last of whom has been superintendent for several years.

In addition to Mount Vernon Band, which is the pioneer, there are five bands in various parts of the city. The full list is as follows:

Name and Number.	Where Located.	Membership.
Mount Vernon, No. 1.....	Central St. Louis.....	300
Fairmount, No. 2.....	Salisbury St., North St. Louis...	600
Anchor, No. 3.....	St. Louis Avenue and 18th St....	400
Central, No. 4.....	Twenty-fourth and Morgan.....	300
Washington, No. 5.....	North St. Louis.....	450
Western Star, No. 6.....	Elleardsville, West St. Louis....	250
Total.....		2300

Anchor Band of Hope is composed largely of youth of German parentage. Its superintendent is Charles Goessling, a young German.

Father Mathew Young Men's Total Abstinence and Benevolent Society.—The object of this association is to inculcate and encourage temperance, and provide a fund for the families of deceased members, etc. Members are pledged to total abstinence. It is named after Father Mathew, the distinguished Irish temperance apostle, who visited St. Louis in the spring of 1850, and its members are of Irish lineage. This society was instituted in St. Louis in 1870, and among the charter members were Thomas Fox, Edward Devoy, James Hagerty, John D. Hagerty, James McGraw, James J. McGeary, Francis Lacey, Charles F. Irving, and Martin Duddy.

It is confined to St. Louis, and there is but one council of the order in the city. A benefit of two dollars from each member is paid on the death of a member. In 1873 the council was most prosperous, having thirteen hundred members; the membership now is about three hundred and fifty. The present officers are—

President, Jeremiah Sheehan; First Vice-President, Matthew Bond; Second Vice-President, James Hennessy; Recording Secretary, S. M. Ryan; Financial Secretary, James Hagerty; Treasurer, Patrick Cassidy.

United Hebrew Relief Association.—This association of the Hebrews of St. Louis originated in 1871, when the great fire in Chicago scattered thousands of the Jews of that city. Hundreds of them sought shelter in St. Louis. They found the Hebrews of the city totally unprepared to meet the unexpected draft upon their energies. Nevertheless a number of young unmarried Hebrews hastily organized a temporary relief committee, with Augustus Binswanger as chairman, and among the other members the names of Lewis Hutzler, Nathaniel Myers, and Simon Popper have been recorded. A call for a meeting to organize permanently to relieve the distressed Hebrews from Chicago was seconded by Abraham Kramer, president of Congregation Shaare Emeth; Adolph Isaac, president of United Hebrew Congregation; and L. R. Straub, president of Congregation B'nai El. Pursuant thereto a meeting was held Oct. 17, 1871, at the synagogue, then at the corner of St. Charles and Sixth Streets, and the United Hebrew Relief Association was organized. The officers were as follows:

President, B. Singer; Vice-President, A. Jacobs; Treasurer, William Goldstein; Secretary, Augustus Binswanger; Corresponding Secretary, Nathaniel Myers; Directors, William Keiler, Isaac Baer, Moses Fraley, Lewis Hutzler, Simon Popper, Joseph Baum.

The association pushed forward with great energy the work of relieving the needs of the Chicago sufferers, and took its place as one of the established and permanent Jewish institutions of the city, its province being to care for indigent Hebrews, whether transient or resident. It has also established and maintained an employment bureau, which has proved of great benefit. For the ten years from 1871 (when it was organized) until 1881 the association disbursed thirty-eight thousand one hundred and ninety dollars and thirty-five cents for relief, besides laying aside seven thousand two hundred dollars for a Home for Aged and Infirm Israelites.

During the winter of 1881-82 the association undertook the work of caring for such Hebrew refugees,

the victims of Russian persecution, as might be sent thither, and afforded relief and found situations for a large number of immigrants.

The present officers of the association are—

President, B. Hysinger; Vice-President, L. M. Hellman; Secretary, Augustus Binswanger; Treasurer, M. Levy; Directors, B. Eisemann, A. Fisher, George Lewis, B. Cohen, A. Rosenthal, Rev. Dr. Rosenthal, Rev. Dr. M. Spitz, Rev. H. J. Messing, R. Weil; Superintendent, L. Wolfner; Medical Staff, Dr. Bernard Block, Dr. M. J. Epstein, Dr. J. Friedman, Dr. H. Tuholske, Dr. Moritz Block, Dr. W. E. Fischel, Dr. F. Kolbenheyer, Dr. S. Pollitzer.

Knights of Father Mathew.—This order was instituted on Ascension Thursday, May 9, 1872, under the title of "Knights of Father Mathew, St. Louis, Mo.," with Thomas Fox as president; Thomas E. Phelan, vice-president; John Rohlf, corresponding secretary; John McGrath, financial secretary; and John B. Haggerty, treasurer. Total abstinence was the corner-stone of the organization. All members were required to appear in uniform on public occasions, and to be thoroughly drilled. The organization continued in its original form for some nine years, with an average membership of about one hundred. On the 18th of July, 1881, the order was incorporated under the title of "Knights of Father Mathew of Missouri," with the following charter members: Rev. P. F. O'Reilly, Thomas Fox, Patrick Long, Daniel O'C. Tracy, John B. Haggerty, James Hagerty, Michael Larisey, Patrick Mulcahy, Michael J. Ratchford, James Walsh, John H. Gamble, James Meegan, James Hardy, Festus J. Wade. An insurance feature of two thousand dollars was added to the provisions requiring members to be Catholics and to practice total abstinence. The "new departure" proved immensely popular. Within a year the membership was increased to nearly one thousand, and but one death had occurred.

There are twelve councils in St. Louis, as follows:

St. Louis, No. 1; St. John's, No. 2; Annunciation, No. 3; St. Patrick's, No. 4; St. Lawrence O'Toole's, No. 5; St. Malachy's, No. 6; St. Teresa's, No. 7; St. Bridget's, No. 8; St. Mary and St. Joseph's, No. 9; Emerald, No. 10; Immaculate Conception, No. 11; Cathedral, No. 12.

Connected with the order is a literary and debating society, which holds frequent debates and other exercises. D. O'C. Tracy is its president. There is a ritual appropriate and special to the order. While the society is in no sense a secret one, as commonly understood, it claims and exercises the right of legitimate privacy in all its affairs. Father John O'Neil, S.J., of the St. Louis University, was the first spiritual director. His successors were Father E. A. Noonan and Rev. Father P. F. O'Reilly. The

following are the officers and members of the Supreme Council:

Supreme Chief Sir Knight, Rev. P. F. O'Reilly; Deputy Supreme Chief Sir Knight, Patrick Mulcahy; Supreme Recorder, Charles C. Concannon; Supreme Banker, John B. Haggerty; Supreme Financial Recorder, Thomas Morris; Supreme Medical Examiner, Dr. E. L. Feehan; Supreme Sentinel, Thomas Fox. Members of Executive Board, Daniel O'Connell Tracy, John Clark, James Hennessy, Richard T. Sheehy. Members of Supreme Council, Festus J. Wade, Thomas P. Culkin, James Hardy, James Meegan, M. J. Ratchford, Michael Larisey, Dennis Dunn, Thomas Carroll, John H. Gamble, James Haggerty, James Walsh, J. B. Hagerty, John W. O'Connell, John Marriner, Patrick Long, John Hunt, Thomas F. Doyle, John Coughlin, James K. Grace, P. J. Harris, Thomas Horan.

The Central St. Louis Unterstuetzungs Verein is a secret benevolent society of German ladies, organized Jan. 28, 1878, and with one hundred and twenty-five members. The officers are—

President, Katrine Zilek; Vice-President, Marie Vindel; Secretary, Mrs. Sophia Krage; Financial Secretary, Mrs. Katrine Roesner; Treasurer, Mrs. Sophia Brown.

The Spiritual Association was incorporated in November, 1882, by John B. Crocker, president; C. H. Crocker, vice-president; E. M. Moore, secretary; and S. T. De Wolf, treasurer; Miss May Bangs, C. Burrows, E. E. Weber, August Wobe, and William F. Burrows. The objects of the association are to ameliorate all conditions of suffering and distress by establishing retreats for the infirm, and hygienic institutions for the prevention as well as cure of all physical diseases and moral disturbances, "to afford material aid and protection in the exercise of those spiritual gifts and mediumistic qualities with which its members may be endowed, and to guarantee the rights of private judgment, liberty of conscience, and universal toleration in matters of opinion." The Spiritualists established themselves in St. Louis in 1860. Their meetings are held at the Mercantile Library Hall. Charles Tuckett is the president.

The Liberal League was incorporated in 1871. The meetings are held in a hall on the corner of Eleventh and Olive Streets. The membership numbers about three hundred. Charles Kershaw is president; Mrs. Jackson, secretary; and John Pampling, treasurer.

The Turnverein.—As stated elsewhere, the failure of the German revolution of 1848 and the vehement persecution of the men engaged in it drove to this country thousands of the most advanced thinkers and most energetic spirits of Germany. Most of them had been schooled in the celebrated gymnasium (or *turnschulen*) of "Father Jahn," and they at once proceeded to establish that system of training in their adopted country.

On the 12th of May, 1850, Carl Speck, F. Roeser, L. Barthels, Carl B. Dieckride, Johann Bolland, Theodor Hildebrandt, Wilhelm Meyer, Willibald Moll, and Wilhelm Grahl met and organized a gymnastic society (or *turnverein*), and called it *Bestrebung* (or Endeavor), but soon afterwards they gave it the name of St. Louis Turnverein. For two or three years the young society had modest quarters at or near Collins and Cherry Streets, but being cramped for room the leasehold of a lot on Tenth Street near Market was secured, a stock company was organized, and on the 12th of November, 1855, the corner-stone of the present Central Turnhalle was laid. In November, 1858, the building, a spacious one for those days and considering the size of the society, was dedicated.

In 1852 the Verein was divided, and the Missouri and Germania Associations were successively organized; but they were short-lived, and many of the seceders returned to the mother organization, which went into the new building with one hundred and fifty members.

When the war broke out five hundred names were enrolled, but on the first call for troops many of the members enlisted, and as the conflict progressed hardly enough Turners were left to keep the society in existence. The first Turner platform obligated every member to oppose slavery in every form with all his power, and it was therefore natural that the Turner should heartily espouse the cause of the Union. Long before hostilities were declared, their hall was a gathering-place where the members prepared for the contest which many felt was imminent, and their stanch advocacy of Union principles in those early days, as well as their readiness to go forth and fight for them, first directed general attention to the Turners and their system, and caused them to be regarded with much greater interest than had hitherto been the case. Whole companies of volunteers, and almost whole regiments, were composed of Turners, and among the most gallant of them was the famous Seventeenth Missouri, or the "Western Turners' Regiment."

When the war was over the Turnbund was organized. The St. Louis Verein again prospered, its only losses being the depletions it has sustained from the formation of six additional organizations.

This union has four hundred and sixteen members and a school of two hundred and fifty pupils. Its hall is valued at twenty-five thousand seven hundred dollars, and is clear of debt; and it has a library of two thousand one hundred and thirty-two volumes, and a song section of twenty-two voices.

The verein pays sick benefits of five dollars per week and funeral benefits of one hundred dollars.

The present officers are: President, C. A. Stifel, who has been a member since the second year; Vice-President, Henry Braun; Recording Secretary, Louis Kaufman; Corresponding Secretary, Herman Um-rath; First Cashier, George Klein; Second Cashier, William Muegge; Librarian, Hugo Gollmer.

South St. Louis Turnverein.—In 1865 the verein established a turn-school in South St. Louis. During that year, through the exertions of Messrs. A. Kriekhaus, C. A. Stifel, and Charles Speck, money was raised to build a turnhalle, and in the fall the edifice was ready. It was located at the corner of Ninth and Julia Streets. For four years it served as the training-place for the youth of the St. Louis Turnverein. On Sunday, Sept. 12, 1869, some members of the parent verein assembled at the hall and formed a new turnverein, the second organized in this city. The number of members was fifty-one, and the first officers were: President, F. P. Becker; Vice-President, Jacob von Gerichten; Treasurer, F. Dietz; Recording Secretary, F. C. P. Tiedeman; Corresponding Secretary, John Mohrstadt. Of the original fifty-one only the following remain with the union: T. Faust, Henry Rauth, George Loeb, Theodore Rassieur, Jacob von Gerichten, C. H. Vortriede, F. P. Becker, and F. C. P. Tiedemann.

The society rapidly grew, and proved a great convenience to Turners, whom distance prevented from frequently visiting the Central Turnhalle. Eventually the need of a larger hall was felt, and finally a lot was bought at Tenth and Carroll Streets, and on May 15, 1881, the corner-stone of a new building was laid, and on May 6, 1882, the new hall was dedicated with appropriate exercises, most of the German societies in the city participating. The building is a stately one, and is one hundred and seventeen by eighty-four feet, two stories in front and four in the rear, has a large hall thirty feet high, with dressing-rooms, a billiard-room, etc., and cost twenty-one thousand dollars. It was built by stock subscription, and there is a debt of eight thousand dollars on the property.

The verein has two hundred and seventy-seven members and a school of three hundred and fifty-seven pupils. It maintains a fund for sick and distressed members.

The present officers are Francis P. Becker, president; Francis P. Troll, vice-president; F. C. P. Tiedemann, secretary; William Merckens, treasurer.

Socialer Turnverein.—On the 8th of October, 1872, a dozen Turners organized the Socialer Turnverein, the first president being Charles Wedig. For

some years the society met at Sixteenth and Montgomery Streets, but had a struggling life until it gained prominence by the occupancy of Sturgeon Market Hall. On the 8th of September, 1878, it laid the corner-stone of a new hall at Thirteenth and Monroe Streets, and on Jan. 8, 1879, the building was dedicated. This is regarded as in some respects the finest building of the kind in the city. Its dimensions are eighty by one hundred and twelve feet, and its gymnasium and dance hall are noteworthy for being free from pillars and resting entirely on the walls, supported by trusses. The hall was built by a stock association. It cost about eighteen thousand dollars, and is free of debt. The society has also personal property amounting to nearly three thousand dollars. The membership numbers 217; scholars, 239; library, 240 volumes. It also has an excellent song section of some thirty voices. The society levies one dollar per member in case of death for the benefit of the heirs of the deceased.

The present officers are: President, Henry Oversehlp; Vice-President, Mr. Lammersick; Recording Secretary, Mr. Knoeh; Corresponding Secretary, Odo Stifel; Cashier, F. W. Wieseahn; Second Cashier, Charles Link.

Concordia Turnverein.—In December, 1875, some thirty-two persons, mostly members of the Central Turnverein, but who lived too far from the Central Hall to conveniently attend the society, signed a call for a meeting to organize a turnverein in extreme Southern St. Louis, and on Jan. 8, 1875, the society was organized, with E. F. Schreiner, president; Nicholas Berg, vice-president; J. R. Ballinger, recording secretary; C. F. Groffman, corresponding secretary; and C. C. Goelde, treasurer. On June 1, 1875, articles of incorporation were granted C. Schreiner, R. Glaessner, J. H. Kassing, C. H. L. Hoffman, and Richard Fischer. On the 13th of October, 1876, the society was incorporated by William Hahn, G. W. Hall, C. F. Vogel, W. J. Lemp, Hermann Stamm, and C. C. Goedde, and on Jan. 24, 1877, the corner-stone of a new hall was laid at Arsenal and Carondelet Streets. On the 18th of November, 1877, the building was dedicated. It cost nineteen thousand five hundred dollars, on which a debt of two thousand dollars remains. The society has also personal property valued at two thousand three hundred and fifty dollars. The membership numbers 410; pupils, 445; library, 300 volumes; song section, 15; singing-school, 125.

The present officers are—

President, Oscar Hoefler; Vice-President, Julius Hertz; Recording Secretary, R. Bennecke; Corresponding Secretary, Bernhardt Keuss; Cashier, Jacob Walter; Treasurer, Nicholas Berg; Book-keeper, C. F. Laitner; Turnwart, Fred. Hahn; Second Turnwart, Alexander Lifka; Librarian, H. Ruppelt.

The Carondelet Turnverein was organized April 4, 1875, and the corner-stone of the present hall at Fourth and Taylor Streets, Carondelet, was laid Sept. 4, 1875. The building was dedicated March 11, 1876. The hall cost about eighteen thousand dollars, on which is a debt of twelve thousand three hundred dollars. The verein has about twelve hundred and fifty dollars in personal property. The membership is eighty-five, pupils thirty-four, library about fifty books. Connected with the society is a very efficient ladies' and dramatic club.

The present officers are—

President, Herr Hinsmann; Vice-President, Christian Koeln; Recording Secretary, Charles Bruno; Corresponding Secretary, Rudolph Giebertmann; Cashier, F. W. Dauth; Second Cashier, E. G. Hofmann; Turnwart, John Wette; Second Turnwart, Thomas Ahrens; Zeugwart, Martin Stein; Chairman of the Literary Committee, Dr. H. M. Stackloff.

Vorwaerts Turnverein.—This society was organized Dec. 21, 1878, and once had forty members. It never accomplished much, and after a flickering career was disbanded in 1881.

West St. Louis Turnverein.—For some years there flourished a "Schiller Club," at Franklin and Leffingwell Avenues, and during the summer of 1879 one hundred and twenty-eight of the members agreed to merge the society into a turnverein. An organization was effected Sept. 22, 1879, and Dec. 19, 1880, the corner-stone of the present hall was laid at Beaumont and Morgan Streets. The property was occupied by the Second Baptist Church as a mission, and the verein proceeded to put up an additional building, making the hall seventy-five by thirty-six feet. The building was dedicated May 8, 1881. It was erected by a stock association, of which J. J. Suller was president; A. W. Straub, vice-president; John Denberger, secretary; J. F. Conrad, treasurer; and J. H. Trorlicht, John Nies, J. L. Bernecker, F. W. Henze, John Schoenke, Julius Hirschfeld, and Louis J. Holthaus directors. The building and its equipments cost about five thousand dollars, on which a debt of less than one thousand dollars remains. The membership numbers five hundred, the largest in the city; pupils, four hundred and thirty-six; library, three hundred volumes; song section, twenty-five voices.

The present officers are—

President, Emil A. Becker; Vice-President, Adolph Braun; Recording Secretary, Christ. F. Hertwig; Corresponding Secretary, George Scherer; Cashier, L. H. Hasselbarth; Treasurer, J. F. Conrad; Turnwart, Otto Keil; Second Turnwart, George Powell; Zeugwart, Theodore Klipstein.

The membership of the St. Louis Turners' Association is classified as follows:

	Members.	Active Members.	U. S. Citizens.
St. Louis Turnverein.....	416	149	366
South St. Louis Turnverein.....	277	140	241
Socialer Turnverein.....	217	120	190
Concordia Turnverein.....	410	39	410
West St. Louis Turnverein.....	506	200	475
North St. Louis Turnverein.....	185	125	180
Carondelet Turnverein.....	85	25	75
Total.....	2096	798	1937

The St. Louis associations, with those at Highland, Trenton, Belleville, Nashville, Alton, and Quincy (all in Illinois), constitute the "St. Louis Turn Circuit," which is the largest district, numerically, in the country, although several others own more property. St. Louis Turnbezirk has thirteen societies, with: Members, 2623; active Turners, 1102; citizens of the United States, 2431; scholars, boys, 1549; scholars, girls, 700; value of property, \$158,485; debts, \$41,670; excess of property over debts, \$116,815; volumes in the libraries, 7302. Eleven of the societies own their halls.

The present officers of St. Louis Bezirk are—

President, Francis P. Becker; Vice-President, Emil Mueller; Recording Secretary, C. H. Hertwig; Treasurer, Ernst Eisehmann; Turnwart, Mazzini Kruer; Directors, Herman Ruppelt, B. von Gerichten, Rudolph Geibermann, C. J. Trebers, John Schoenle.

The St. Louis Microscopical Society was organized in 1869, the officers consisting of Homer Judd, M.D., president; D. V. Dean, M.D., vice-president; W. H. Eames, D.D.S., treasurer; T. H. Hammond, M.D., recording secretary; T. F. Rumbold, M.D., corresponding secretary; H. Z. Gill, M.D., librarian. It was incorporated Aug. 17, 1872, with Drs. H. Z. Gill, Homer Judd, Thomas F. Rumbold, R. J. Steele, and D. V. Dean as the first officers under the act of incorporation. The society is still in existence, and has quite a sum of money in the treasury, but has not held regular meetings for two or more years.

The Western Rowing Club was organized in 1867, and chartered in 1870, with John F. Johnson, Jacob L. Reinhardt, Paul M. Hunt, Leo Rassieur, Charles Hilliker, Thomas Hilliker, and E. H. Vordtriede as incorporators, to cultivate the art of rowing. Its boat-house is located on the river front, between Harper and Dorcas Streets. Leo Rassieur has been the president since its formation. This club is the oldest of the kind in St. Louis, and is the parent of the half-dozen clubs now in existence. As far back as 1819, however, there is a record that Capt. George H. Kennerly, Alexander St. Cyr, the Arnold brothers, and others formed a boat club which had its house on the banks of Chouteau's Pond, about three hundred yards north of Chouteau's mill. The members of the club wore a uniform of Scotch plaid.

St. Louis Institute of Architects.—In January, 1870, a number of St. Louis architects met and decided to form an association for the purpose of "uniting in fellowship the architects of the city and vicinity, and combining their efforts so as to promote the artistic, scientific, and practical efficiency of the profession." As a result of this meeting the St. Louis Institute of Architects was incorporated during the same month by George I. Barnett, John F. Mitchell, J. C. Edgar, Thomas Walsh, A. Grable, G. W. Osborne, George D. Rand, J. W. Herthel, E. Jungenfelf, S. M. Randolph, C. B. Clark, and others. A permanent organization was immediately effected by the election of the following officers:

Thomas Walsh, president; George I. Barnett, M. Randolph, John F. Mitchell, trustees; R. Desbonne, treasurer; George D. Rand, secretary.

Since its inception the institute has been successfully sustained, and has been very influential in its operations. The meetings were first held in the office of Randolph Brothers, northwest corner Walnut and Fifth Streets. Subsequently rooms at 320½ North Third Street were occupied until an arrangement was made with the Board of Public Schools, whereby the session-room of the Polytechnic Building was secured, and has been used ever since. The several presidents of the institute have been Thomas Walsh, George I. Barnett, John F. Mitchell, J. C. Edgar, C. B. Clarke, J. W. Herthel, J. H. McNamara, F. W. Raeder, John Beattie, A. Druiding. The present officers are—

President, A. Druiding; Trustees, A. Grable, T. J. Furlong, J. H. McNamara; Treasurer, C. B. Clarke; Secretary, J. F. Mitchell; Board of Managers, A. Druiding, A. Grable, T. J. Furlong, J. H. McNamara, J. F. Mitchell, C. B. Clarke.

The North St. Louis Turnverein.—This society was organized in 1868 as the North St. Louis Turnschule and Kindergarten, reorganized Oct. 25, 1870, and in February, 1874, incorporated as the North St. Louis Turnverein. The society had their hall at first at the corner of Bremen Avenue and Broadway, and afterwards in a hall at the corner of Bremen Avenue and Fifteenth Street. In 1879 the society decided to have a permanent hall. A lot on the southeast corner of Salisbury and Fourteenth Streets was purchased for four thousand dollars, and a building sixty-five feet front on Salisbury Street, with a depth of one hundred and twenty-five feet on Fourteenth Street, was erected. The building, which cost eighteen thousand four hundred and twenty-five dollars, was erected under the supervision of H. W. Kirehner, architect. The board of directors and building committee of the society were as follows: Francis H. Brinkman, chairman; Charles E. Kircher, treasurer; Charles J. Doerr, sec-

retary; and Henry Schmidt, Louis Hammer, Anthony Noake, J. F. Voyt, Charles Kohlberg, William Shreiber, Herman Schwartze, E. O. Haus, Aug. Allershausen, and Matthias Herman. The society has one hundred and eighty-five members, one hundred and forty pupils, a song section thirty strong, a ladies' dramatic section of about sixty, a corps of drummer-boys, and a library of about three hundred and fifty volumes. Its presidents have been L. Edward Witte, L. W. Tenteberg, Albert Haeseler, W. H. Inderwark, Herman Umrath, Louis K. Hammer, Francis H. Brinkman, Anthony Nacke, and Hugo Muench.

The officers in 1882 were—

President, Hugo Muench; Vice-President, Henry C. Schmidt; Recording Secretary, William Yost; Corresponding Secretary, Charles C. Trebers; Cashier, C. E. Kircher; Second Cashier, L. Kohlberg; Librarian, Charles Stoelting; Turnwart, L. Herbster; Second Turnwart, Charles Steiner; Zeugwart, Charles H. Blumentrill.

The Missouri Gymnastic Society.—This society was organized in 1857 by a few clerks in a small room in the old city buildings, Commercial Alley. The membership increased so rapidly that it was necessary to procure a larger hall, which they did at Fourth Street and Washington Avenue, from there they removed to Seventh Street and Washington Avenue. A stock company was then formed, and through the efforts of Joshua Cheever, James C. Maginniss, and others they secured, in 1867, on leased ground their present building, No. 814 St. Charles Street, which they entered with a debt of four thousand dollars, all of which has been paid. In 1877, John L. Stockwell was elected superintendent, and under his management the society at once became a success. In 1878 it was reincorporated under the same name by J. M. Chambers, J. A. Dillon, W. J. Blakely, J. D. Phillips, W. J. Gilbert, A. J. Hyde, M. L. Holman, J. Schaeffer, and J. L. Stockwell as incorporators. Its officers and board of directors in 1882 were—

James M. Chambers, president; J. A. St. Johns, vice-president; John D. Phillips, treasurer; John L. Stockwell, secretary and manager; Directors, W. J. Gilbert, John A. Dillon, R. A. Barret, M. L. Holman, Eug. Sailor.

The St. Louis Natatorium, corner of Nineteenth and Pine Streets, was built in May, 1881. The incorporators were George B. Thompson, Joseph Franklin, John T. Davis, Charles A. Fowee, E. C. Simmons, and W. L. Huse. The building is sixty-six feet front and two hundred and seventeen feet in length; bathing-pool forty feet wide and one hundred and forty feet long, with a depth of two to eleven feet. During the summer season it is a fashionable resort for those who are fond of aquatic sport, and in winter it is fitted up for roller-skating.

The St. Louis Long-Range Rifle Association was incorporated Dec. 26, 1882. The incorporators were William P. Schaaf, C. A. B. Battee, J. M. Battee, J. W. Rannels, Julian J. Laughlin, F. W. Rockwell, H. C. Bagby, J. P. Foster, C. B. Smith, W. F. de Cordova, E. H. Gorse, P. B. Leach, S. S. Blackwell, H. E. Weber, J. B. Martin, H. C. Pierce, August Bengel, and Henry Hitchcock. The object for which the association is formed is practice at rifle-shooting at long range. Phineas B. Leach is president; William F. de Cordova, secretary; C. B. Smith, treasurer; J. J. Laughlin, captain; and W. P. Schaaf, coacher. The association has at present forty-five members.

The Society of Pedagogy has for its object the free discussion of all educational topics.

SECRET SOCIETIES.

Masonic Order.¹—Before the acquisition of Louisiana by the United States, in 1804, there was nothing in the shape of organized Masonry in St. Louis, the early inhabitants being nearly all of French origin, and almost universally of the Catholic faith, which does not tolerate secret associations. There might have been, and no doubt was, among those who came from other places occasionally a member of the order; but not until after the transfer to the United States did there seem to arise any occasion for introducing it in an organized state.

Among the most prominent of the early Americans who came from other localities and established themselves in the three villages of Kaskaskia, Ste. Genevieve, and St. Louis were a number of members of the order, and these, shortly after the change of government, took the incipient steps to introduce it by the establishment of lodges.

On the 9th of March, 1805, a petition was presented to the Grand Lodge of Pennsylvania of Ancient York Masons for a dispensation to open a lodge at Kaskaskia, Indiana Territory, signed by the following Master Masons: Robert McMahan, of Stanton Lodge, No. 13, Virginia; William Arundel, of St. Andrew's Lodge, No. 2, Quebec, Canada; James Edgar, of Lodge No. 9, Philadelphia; Michael Jones, of Lodge No. 45, Pittsburgh, Pa.; James Galbraith, of Lodge No. 79, Chambersburg, Pa.; Rufus Easton, of Roman Lodge, No. 82, Rome, N. Y.; Robert Robinson, of Stanton Lodge, No. 13, Virginia.

In compliance with the petition, the Grand Master of the Grand Lodge of Pennsylvania, the Most Wor-

¹ For the accompanying sketch of the Masonic order in St. Louis the author is largely indebted to Frederic L. Billon.

shipful Israel Israel, attested by the seal of the Grand Secretary, George A. Baker, issued his dispensation for six months, dated at the city of Philadelphia, Sept. 24, 1805, authorizing James Edgar, a Past Master, and his associates to open a lodge as prayed for; and on Saturday, Dec. 14, 1805, the persons named above assembled, and proceeded to open their new lodge, to which they gave the name of Western Star Lodge, Messrs. Jones and Robinson being appointed a committee to prepare a code of by-laws for its government. This lodge worked under the dispensation until the 24th of March, 1806, the date of its expiration; when the dispensation was returned, with a copy of the lodge's proceedings under it, to the Grand Lodge, which, having approved of the same, issued a charter, as follows:

"To Western Star Lodge, No. 107, registry of Pennsylvania, dated June 2, 1806, to James Edgar, Worshipful Master, Michael Jones, Senior Warden, and James Galbraith, Junior Warden, and their associates, etc., signed by Right Worshipful James Milnor, Grand Master, and attested by George A. Baker, Grand Secretary, with the seal of the Grand Lodge;" and on Saturday, Sept. 13, 1806, they held their first meeting under their charter.

The last meeting of this lodge, as appears from the record-book, was held on Dec. 9, 1820, and its last return to the parent Grand Lodge of Pennsylvania was in the year 1822, after which date it was stricken from the registry of that Grand Lodge.

This was the first Masonic lodge established in the upper portion of the valley of the Mississippi, there being two lodges in the city of New Orleans, Nos. 90 and 93, already in existence, established also by the Grand Lodge of Pennsylvania.

Ste. Genevieve, being nearly opposite to Kaskaskia, and some thirty years older than St. Louis, was for many years the largest place on the west bank of the river, and even at the date of the transfer to the United States had a larger population. It was not until the period of the war with Great Britain, 1812-15, that St. Louis began to outstrip Ste. Genevieve, her growth resulting in a great measure from the large number of troops stationed at Bellefontaine, then the westernmost military post of the United States. The Grand Lodge of Pennsylvania, upon the application of a number of Masons residing in and about Ste. Genevieve, granted them a charter for a new lodge to be held at that place, dated July 17, 1807, under the title of Louisiana Lodge, No. 109, appointing Aaron Elliott, Worshipful Master; Andrew Henry, Senior Warden; and George Bullitt, Junior Warden. But little or nothing is known at the present day of the

work of this lodge, nothing to show who were the petitioners, date of dispensation, etc. The last return to the parent Grand Lodge was made in 1815.

The transfer of the upper portion of Louisiana to the United States took place on the 10th of March, 1804, at St. Louis. The few villages in the Territory at that time comprised St. Louis, St. Charles, Ste. Genevieve, Mine à Breton (now Potosi), Cape Girardeau, New Madrid, etc., the largest containing but a few hundred inhabitants. Before this time there was not a Masonic lodge in the country. The few merchants in those villages at that day usually procured their small stocks of goods from New Orleans; but after that period, having become citizens of the United States by the transfer, they commenced making annual visits to the city of Philadelphia to purchase their goods, and as they were mostly of French descent, several of them were made Masons in that city in the French Lodge l'Amenité, No. 73 of the registry of the Grand Lodge of Pennsylvania.¹

In a few years, as the population of some of these places and the country generally gradually increased, the Grand Lodge of Pennsylvania chartered several lodges in this then remote region, viz.: Western Star Lodge, No. 107, at Kaskaskia, Ill.; Louisiana Lodge, No. 109, at Ste. Genevieve; and St. Louis Lodge, No. 111, at St. Louis. After an existence of a few years these lodges, owing, doubtless, to the sparseness of the population, followed shortly after their organization by the war with England, in 1812, gradually ceased work, in a few years became extinct, and were erased from the registry of the Grand Lodge of Pennsylvania.

The charter of St. Louis Lodge, No. 111, dated Sept. 15, 1808, was granted to Merriwether Lewis as Worshipful Master, Thomas Fivecash Riddick, Senior Warden, and Rufus Easton, Junior Warden, as the first officers, and to their associate brethren. This lodge comprised in its membership a number of the most prominent of the early citizens of the place, many of whom then and subsequently filled important official positions in the Territorial and State governments. Among them were

Capt. Merriwether Lewis, first Governor of Louisiana Territory, Worshipful Master.

Col. Thomas F. Riddick, who held various civil offices, Senior Warden.

Col. Rufus Easton, first postmaster and attorney-general, Junior Warden.

Joseph V. Garnier, clerk of the Supreme Court, Secretary.

Gen. William Clark, Territorial Governor and superintendent of Indian affairs.

¹ Among the well-known early residents of St. Louis who received their degrees in this lodge were Charles F. Billon and Gabriel and René Paul.

Frederick Bates, secretary of the Territory, recorder, Secretary of State, and Governor.

Col. Alexander McNair, first Governor of the State of Missouri.

Joseph Charles, editor and proprietor of the *Missouri Gazette*.
Jeremiah Conner, sheriff of St. Louis.

Maj. Wm. Christy, first register of lands.

Judge Wm. C. Carr, judge of Circuit Court.

Dr. Bernard G. Farrar, judge of the Court of Common Pleas.

Capt. Risdon H. Price, merchant.

Alexander Stuart, circuit judge.

Silas Bent, presiding judge Common Pleas and county clerk, as also a number of the United States military officers then stationed at the military post at Bellefontaine cantonment.¹

The lodge occupied an old French house of upright timbers of twenty by forty feet, one of the first in the village, built in 1765 by Jacques Denis, a joiner, for a billiard-room, and occupied as such during the whole of the Spanish *régime*. It was situated on the east side of Second Street, next below the corner of Walnut Street. The lodge was in existence but a few years, and made no return whatever to the parent Grand Lodge. This fact, in connection with the suicide of the Worshipful Master, Hon. Merriwether Lewis, in 1809, leads to the conclusion that it had accomplished but little, if anything, in the way of Masonic labor. After the death of its principal officer, the lodge gradually fell into decay, and was eventually stricken from the roll of the Grand Lodge about the time of the war of 1812.

The following advertisements in the *Louisiana* (afterwards *Missouri*) *Gazette* show that the lodge celebrated the Masonic festival of St. John the Baptist on at least two occasions with a public dinner:

"The St. Louis Lodge, No. 111, will celebrate the festival of St. John the Baptist on Saturday, the 24th instant, at their lodge-room in St. Louis. Such brethren (not members of the lodge) as may wish to join in the celebration of this festival are requested to attend.

"The procession will form at the lodge-room at twelve o'clock

precisely, and march from thence to the church, where a Masonic oration will be delivered by a brother.

"Dinner on the table at three o'clock.

"By order of the lodge,

"JOSEPH V. GARNIER, Secretary.

"June 20, 1809."

"Monday, the 24th instant, being the festival of St. John the Baptist, such brethren (not members of the lodge) as are desirous to celebrate the above festival are notified that St. Louis Lodge, No. 111, will assemble at their room in the morning of said day, and march from thence to Broth^r Christy's, where a dinner will be provided for them.

"ALEXANDER MCNAIR,

"JEREMIAH CONNER,

"JOSEPH V. GARNIER,

"Committee of Arrangements.

"June 11, 1811."

There was also a celebration by this lodge of the festival of St. John the Evangelist, Dec. 27, 1811, at which was sung a Masonic ode composed expressly for the occasion by Lieut. Joseph Cross,² of the United States artillery, which is to be found in the *Louisiana Gazette* of Jan. 18, 1812.

No further notice of this lodge is found in the *Gazette*, and as the war broke out shortly afterwards, and nearly every man in the village was enrolled in the military service, the members became scattered, and, as stated above, the lodge became extinct.

During the continuance of the war the general government kept a large body of troops at St. Louis. Many of the officers and men were Masons, and at the termination of the war, and after the reduction of the army to the peace establishment, a large number of them remained and established themselves in and about St. Louis, which had at the close of the war reached a population of about fifteen hundred souls. The return of peace, therefore, found a large number of the Masonic fraternity from various localities identified with St. Louis, far the larger part of whom were gen-

¹ Shortly after the acquisition of the country, "one William Massey sold to Gen. James Wilkinson, for the United States, April 20, 1806, for two hundred and fifty dollars, five acres of land at Bellefontaine, on the Missouri River, including the old Indian factory and buildings and the use for five years of the adjoining land, on which troops were then cantoned. On this tract the United States subsequently erected barracks for the troops, and it was for a number of years the westernmost military post of the United States. Of the United States military at Bellefontaine cantonment, several officers of rank died during these years, and doubtless some of them were Masons, as was pretty much the case with army officers during and after the Revolution. Among those who died there were Maj. Russell Bissell, commandant, who died in 1807; Col. Thomas Hunt, First Regiment, commanding the fort, an officer of the Revolution, who died July 17, 1808 (his wife died six months after him, in January, 1809); Lieut. Joseph Dorr, died Dec. 31, 1808 (his wife two months previously); and others whose names are not to be found on record at this day.

² Joseph Cross was born about 1776, and entered the United States army in 1797, being attached to the First Regiment of Artillery. About the close of 1807, Lieuts. Joseph Cross and Hannibal M. Allen, of Vermont (a graduate of West Point in 1807), were married at Niagara, N. Y., to two sisters, the Misses Ann and Catharine Lowe, who, it is thought by Rev. R. P. Farris, of St. Louis, a grandson of Capt. Cross, were born in Westmoreland County, Pa. Capt. Cross' first child, Catharine Ann, was born in Fort Pitt (Pittsburgh), in 1808. He came to St. Louis with troops for Bellefontaine in 1810, went below in the fall to Natchez, where the United States troops were concentrating for the purpose of taking forcible possession of Baton Rouge, illegally withheld by the Spanish authorities, and went around by sea to the East. He came a second time to St. Louis in 1811, where his second child, the late H. N. Cross, was born in that year. During Capt. Cross' sojourn in St. Louis, being a Mason, he participated in the transactions of old St. Louis Lodge, No. 111. He left the service of the United States in 1813, with the rank of captain of artillery.

tle men of position, intelligence, and education. There being then no lodge in existence, it was determined to establish one, and accordingly a petition was presented to the Grand Lodge of Tennessee for a dispensation.

At a meeting of the Grand Lodge of Tennessee, held Oct. 3, 1815, a dispensation was issued to Joshua Norvell,¹ John Pileher, and Thomas Brady to open a lodge in St. Louis to be called Missouri Lodge. This dispensation was signed by Robert Searey, G. M.; James Trimble, S. G. W.; David Irwin, J. G. W.; Wilkins Tannehill, G. Sec.; J. C. McLemore, G. Treas.

On the 8th of October, 1816, the by-laws and proceedings of the lodge under the dispensation were received and approved, and a charter was issued by the Grand Lodge,—M. W. Robert Searey, G. M.; O. B. Hayes, D. G. M. *pro tem.*; James Trimble, S. G. W.; and Wilkins Tannehill, Grand Sec.,—dated Nashville, Oct. 8, 1816, which constituted Joshua Pileher, W. M.; Thomas Brady, S. W.; and Jeremiah Conner, J. W., and their associated brethren into a regular lodge of Master Masons, to be held at the town of St. Louis, Territory of Missouri, under the name of "Missouri Lodge, No. 12."

The first secretary of No. 12 was Judge William C. Carr, the first records being in his handwriting. He had been initiated into the order in the old lodge, No. 111, the most of the members of which still remaining in the place affiliated themselves with the new lodge. Among them were Governor William Clark, Col. Thomas F. Riddick, Governor Frederiek Bates, Judge Alexander Stuart, Judge Robert Wash, Joseph V. Garnier, William Christy, Alexander McNair, and others.

Missouri Lodge, No. 12, worked under this charter from Tennessee for about five years, until the establishment of the Grand Lodge of Missouri in 1821, when by the right of seniority it received charter No. 1 under the new jurisdiction of Missouri.

During these five years, owing to the great increase of population of the place after the war, the lodge was in a very flourishing condition, adding largely to its membership by initiations into the order and admissions of members from other localities. Among these were the following :

Maj. Thompson Douglass, Maryland, paymaster U. S. A.; Capt. Risdon H. Price, Eastern Shore, Md., merchant; Judge Nathaniel B. Tucker, Virginia, judge Circuit Court; Col. Thomas H. Benton, Nashville, Tenn., lawyer; Capt. Peter Fer-

guson, Norfolk, Va., afterwards judge of probate; Dr. Edward S. Gantt, surgeon U. S. A.; John Rice Jones, judge Supreme Court, Ste. Genevieve; Capt. Henry S. Geyer, Hagerstown, Md., lawyer; Sergeant Hall, Cincinnati, lawyer and editor; Jonathan Guest, Philadelphia, merchant; William H. Hopkins, Philadelphia, merchant; William Renshaw, Sr., Baltimore, merchant; David B. Hoffman, New York, merchant; Abraham Beck, Albany, N. Y., lawyer; Moses Scott, Ireland, justice of the peace; George H. C. Melody, Albany, N. Y.; Joseph C. Laveille, architect, Harrisburg, Pa.; Daniel C. Boss, Pittsburgh, Pa., merchant; William G. Pettus, Virginia.

Among those who received their degrees in Missouri, No. 12, were the following :

Edward Bates, Virginia, lawyer; Stephen Rector, surveyor; James Kennerly, Virginia, merchant; James Howard Penrose, Philadelphia; John F. Ruland, Detroit; Amos J. Bruce, Virginia; John D. Daggett, Massachusetts; George Morton, Scotland; Thomas Andrews, Pittsburgh; Thornton Grimsley, Kentucky; John Walls; Walter B. Alexander, Virginia; Joseph C. White; William L. Long, Gravois; William K. Rule, Kentucky; Robert P. Farris, Natick, Mass.; Isaac A. Letcher, Virginia; William Clarkson, Virginia; James F. Spencer; Thornton Grimsley, Kentucky; William Stark, Kentucky; John E. Tholozan, France; Peter Haldeman, Kentucky; John Jones, David Kneeland, Hart Fellows, Henry Rollins, William Leneve, Philip Rocheblave, William Hughes, Joseph Walters, George Blanchard, John Hay, John Wallace, Phineas James, John J. Douberman, Zenas Smith, Thomas Berry, Moses B. Wall, Joseph M. Yard.

In 1816, Gen. William Clark built on the east side of Main Street (now in block No. 10, between Pine and Olive Streets) a two-story brick house, the sixth brick structure in St. Louis, of twenty-one feet front by about thirty-two deep. The lower floor was occupied by a store and counting-room, with a staircase in the southeast corner, and the second story was divided into two rooms. On this floor Missouri Lodge, No. 12, had its lodge-room for about two years, until its removal into "Douglass' new house," on Elm Street, late in 1817. This building had been erected during that year by Maj. Thompson Douglass, and was located on the north side of the present Elm Street, between Main and Second Streets, a two-story brick dwelling-house of about thirty-eight feet square, divided into four rooms on each floor. While the building was in progress of erection, the room then occupied by the lodge in Clark's house being poorly adapted for Masonic purposes and inconveniently located, Douglass, then Worshipful Master, and a zealous Mason, was induced to add an attic or third story for a lodge-room for No. 12. This room was used for Masonic purposes for about sixteen years, until the close of 1833, when Missouri Lodge, No. 1 (the successor of No. 12), under the pressure of circumstances, ceased its labors for a time, and the Grand Lodge was removed to Columbia, Boone Co.

In this room Missouri Royal Arch Chapter, No. 1,

¹ Joshua Norvell removed from Nashville to St. Louis in 1815 to conduct the *Western Journal* in opposition to Charles' *Gazette*.

was organized and commenced operations, as was also the Grand Lodge of Missouri, and it was here that on Friday, April 29, 1825, the Grand Lodge was honored by a visit from the distinguished Revolutionary soldier and French patriot, Gen. Lafayette.

Missouri Lodge, No. 12, unlike its predecessor, St. Louis Lodge, No. 111, did not as a rule make public displays on the occasion of the Masonic festivals of St. John. The only observance of which any record remains occurred Dec. 27, 1819, on which occasion there was a procession from the lodge-room to "the long room at Bennett's Hotel," where an oration was delivered. Among the Masonic interments in which No. 12 participated was that of Capt. Thomas Ramsay, Aug. 17, 1818, of the First Regiment United States Rifles, killed in a duel by Capt. Martin of the same regiment.

After the establishment of the Grand Lodge of Missouri, Missouri Lodge deposited its old charter, No. 12, with the new Grand Lodge, and being the senior of the three lodges that participated in the organization of the Grand Lodge, received a new charter, as heretofore stated, numbered one under the new jurisdiction, under which it continues to work.

The charter thus granted reads as follows:

"Sic Lux et Lux Fuit.

"The Most Worshipful

"Thomas F. Riddick, Esq., Grand Master.

"To all and every, our Right Worshipful and Loving Brethren, Honorable Society of Free and Accepted Masons in the State of Missouri, send greeting:

"Know ye, That we, at the petition of our Right Worshipful and well-beloved brethren, Edward Bates, John D. Daggett, and John Walls, and several other brethren residing at and near St. Louis, in the State of Missouri, do hereby constitute the said brethren into a regular lodge of Free and Accepted Masons, to be opened at St. Louis, by the name of 'Missouri, No. 1,' and do further, at the said petition and of the great trust and confidence reposed in the above-named three brethren, hereby appoint Edward Bates, Master; John D. Daggett, Senior Warden; and John Walls, Junior Warden, for opening the said lodge, and for such further time only as may be thought proper by the brethren thereof. It being our will that this our appointment shall in nowise affect any future election of officers of that lodge, but that the same shall be according to the regulations of the lodge, and consistent with the general laws of the society contained in the book of constitutions. And we do hereby require you, the said Edward Bates, to take special care that all and every of the said brethren are or have been regularly made Masons, and that they do perform, observe, and keep all the rules and orders contained in the book of constitutions, and also such as may from time to time be transmitted to you by us. And, further, that you do from time to time cause to be entered in a book to be kept for that purpose an account of your proceedings in the lodge, together with such regulations as shall be made for the good government thereof, a copy of which you are in nowise to omit laying before the Grand Lodge once in every year, together with a list of the members of the lodge. That you annually pay into the grand treasury the sum

of — dollars towards the grand charity. And, moreover, we hereby will and require of you, the said worshipful Edward Bates, as soon as conveniently may be to send an account in writing of what shall be done by virtue of these presents.

"Given at St. Louis under our band and seal of Masonry this fourth day of September, A.L. 5821, A.D. 1821.

"Attested:

"WILLIAM RENSHAW,

"Grand Secretary.



"THOMAS F. RIDDICK, G. M.

"JAMES KENNERLY, S. G. Warden.

"WILLIAM BATES, J. G. Warden."

The following is the roll of the members of Missouri Lodge, No. 12, at the date of the organization of the Grand Lodge of Missouri, April, 1821:

Edward Bates, W. M.; John C. Daggett, S. W.; John Walls, J. W.; Peter Haldeman, Treasurer; William K. Rule, Secretary; Isaac A. Letcher, S. D.; Thomas Andrews, J. D.; Joseph White, Steward; John C. Potter, Tyler; Thomas F. Riddick, Thomas H. Benton, William Renshaw, George H. C. Melody, John Jones, Stephen Rector, Hart Fellows, William Leneve, Risdon H. Price, Nathaniel B. Tucker, James Kennerly, David B. Hoffman, Joseph V. Garnier, William Clarkson, David Kneeland, Amos J. Bruce, Henry Rollins, Thornton Grimsley, Daniel C. Boss, William Stark, Joseph C. Laveille, Philip Roebblave, Robert P. Farris, William Hugbes, Joseph Walters, George Morton, James P. Spencer, Moses Scott, George Blanchard, John E. Tholozan, John Hay, William L. Long, Jonathan Guest, John Wallace, Phineas James, Zenas Smith, John J. Douberman, Thomas Berry, Moses B. Wall, Joseph M. Yard, Walter B. Alexander.

The following is a full list of all those who received degrees in old Missouri Lodge, No. 1, from June, 1821, to October, 1833, inclusive, with the date when "raised":

Walter B. Alexander, June 12, 1821; William Robertson, Oct. 16, 1821; James Conner, Oct. 30, 1821; Samuel Stebbins, Nov. 16, 1821; Paul M. Gratiot, Jan. 16, 1822; Lewis C. Beck, Jan. 22, 1822; Theodore L. McGill, Jan. 30, 1822; Francis Mason, March 23, 1822; Sullivan Blood, March 23, 1822; Daniel Blair, April 2, 1822; Richard Milligan, June 10, 1822; Asa Wheeler, April 4, 1823; Frederic L. Billon, Dec. 10, 1823; Lawrence Taliaferro, Feb. 3, 1824; James D. Earl, July 9, 1824; Charles Bent, Aug. 9, 1824; William Spiekernagle, Aug. 2, 1825; Evil Baker, Oct. 4, 1825; John Simonds, Sept. 30, 1826; Edward Klein, Sept. 30, 1826; Phineas Block, Sept. 10, 1827; John M. Causland, Feb. 22, 1828; Chris. M. Price, Feb. 22, 1828; Bernard Pratte, Jr., Feb. 22, 1828; Nicholas Warnock, Nov. 5, 1828; H. B. DeWitt, March 3, 1829; George Wilson, March 3, 1829; Washington Hood, March 28, 1829; David Waldo, May 5, 1829; Beriah Graham, June 24, 1829; John M. Pollock, Dec. 19, 1829; James R. Pullen, Dec. 4, 1830; Thomas H. West, Feb. 1, 1831; John B. D. Valois, Sept. 7, 1831; Ruel Bryant, Sept. 7, 1831; Alpha O. Abby, Sept. 8, 1832; Bernard McAnulty, Sept. 8, 1832.

Admitted to membership: Abran S. Platt, March 4, 1823; John Sbackford, Feb. 5, 1822; Hamilton R. Gamble, Nov. 2, 1824; Jacob Cooper, Feb. 2, 1825; Robert Wash, Feb. 7, 1826; James S. Lane, April 8, 1826; Hardage Lane, July 8, 1826; David E. Cuyler, Aug. 1, 1826; John Russell, April 3, 1827;

Adam L. Mills, July 3, 1827; Augustin Kennerly, Jan. 12, 1828; George Maguire, Jan. 12, 1828; Dugald Ferguson, Jan. 12, 1828; William T. Smith, Jan. 12, 1828; George Knox, Jr., May 6, 1828; John Woolfolk, Dec. 14, 1830; R. W. Coan, Dec. 14, 1830; Cornelius Campbell, June 7, 1831; Archibald Gamble, Dec. 27, 1831; John Haverly, Jan. 3, 1832; John M. Raulston, Jan. 3, 1832; Jesse Little, May 1, 1832; J. G. A. McKinney, May 1, 1832.

Fellow-craftsmen: Edward Moore, March 9, 1822; John J. Lacroze, May 18, 1822; French Strother, Feb. 7, 1826; Richard H. Woolfolk, Dec. 4, 1827; Valen J. Peers, Dec. 4, 1827.

Entered apprentices: Otis Tiffany, Aug. 6, 1822; John F. A. Sanford, Dec. 16, 1825; William Orr, Sept. 3, 1822; Francis W. Hopkins, April 28, 1826; James Sterritt, Oct. 14, 1826; Peter R. Pratte, Aug. 22, 1829; Joseph Rudisell, Oct. 13, 1829; Charles Cabanné, May 8, 1830; E. T. Christy, June 31, 1831.

Worshipful Masters.	Senior Wardens.	Junior Wardens.	Treasurers.	Secretaries.
1820.....Edward Bates.	John C. Daggett.	John Walls.	Peter Haldeman.	William K. Rule.
1821.....“	John Walls.	Thomas Andrews.	Thornton Grimsley.	John D. Daggett.
1822.....“	Thornton Grimsley.	Sullivan Blood.	Joseph C. Laveille.	“
1823.....“	“	“	“	“
1824.....John D. Daggett.	James P. Spencer.	Daniel Blair.	Thornton Grimsley.	Frederic L. Billon.
1825.....“	Frederic L. Billon.	John J. Douberman.	“	Ewel Baker.
1826.....Hamilton R. Gamble.	“	“	“	Theodore L. McGill.
1827.....“	“	“	“	“
1828.....Frederic L. Billon.	George Knox.	John Simonds.	Theodore L. McGill.	Bernard Pratte, Jr.
1829.....Edward Bates.	Thomas Andrews.	A. L. Mills.	“	George Maguire.
1830.....“	“	Bernard Pratte, Jr.	“	Augustin Kennerly.
1831.....“	“	James P. Spencer.	“	John B. D. Valois.
1832.....“	“	“	“	“

In the year 1824, Charles S. Hempstead, trustee of the estate of Jeremiah Conner, deceased, conveyed to John D. Daggett a lot or square of ground in Conner's addition, outside the then city limits (Seventh Street), and considered a long distance "in the country," and on April 2, 1824, John D. Daggett sold this lot to Missouri Lodge, No. 1, Edward Bates and Archibald Gamble, trustees, for four hundred dollars, for a Masonic burial-ground.

On the 12th of April, 1824, the body of Dr. Richard Mason, late of Philadelphia, was there interred by the lodge, the procession being escorted by Capt. Archibald Gamble's troop of City Cavalry, of which the deceased was a member. The ground being found too wet and swampy, and otherwise unsuitable for the purpose designed, the body was subsequently removed, and the trustees were instructed to dispose of the lot. This they accomplished after a few years, selling it to Peter Ferguson on Sept. 1, 1831, for the sum of seven hundred and fifty dollars, then a fair price for it. That lot is now "City Block No. 179," two hundred and seventy feet front on the south side of Washington Avenue, from Tenth to Eleventh, by one hundred and fifty deep, south to St. Charles Street, opposite the St. Louis University, and is now the property of Peter Ferguson's son, William F. Ferguson.

After many vicissitudes and fluctuations in the history of the lodge, resulting mainly from the political anti-Masonic excitement then existing in various por-

Up to October, 1833, the statistics were :

Members of old lodge, No. 12.....	49
Admitted to membership.....	23
Raised to Master Mason in No. 1.....	37
} 60	
Total of Master Masons.....	109
Demissions.....	37
Stricken from roll.....	17
Suspensions.....	3
Interred.....	5
Removals, etc.....	19
Total.....	81
Members remaining October, 1833.....	28

The officers of Missouri Lodge, No. 1, from 1821 to 1833 were—

tions of the Union, the few active remaining members arrived at the conclusion that it was best for the interests of the institution to suspend its labors, for a time at least.

On the 18th of October, 1831, the Grand Lodge submitted to the subordinate lodges a proposition to dissolve the grand and subordinate lodges in the State, and when the proposition came before this lodge on the evening of Dec. 12, 1832, the following was adopted :

Resolved, That it is the wish of Missouri Lodge, No. 1, that the Worshipful Masters and Wardens of said lodge attend the Grand Lodge on the next Monday, the 19th, and that it is the sense and wish of this lodge that said Worshipful Masters and Wardens vote against the dissolution or suspension of said Grand Lodge, or the lodges subordinate thereto."

Edward Bates, Worshipful Master, offered the following :

Whereas, Under existing circumstances, and in view of the high excitement which unhappily prevails in many parts of the United States on the subject of Freemasonry, many good and virtuous persons having been led to doubt whether the beneficent effects resulting from the exercise of our rules do more than counterbalance the evils inflicted upon society by the passions and prejudices brought into action by our continuing to act in an organized form; and while we feel an undiminished reverence for the excellent principles inculcated by the order, and an unshaken belief in the many and great services it has rendered mankind; nevertheless,

Be it Resolved, That immediately after the close this evening this lodge shall cease to act as an organized body, and that its charter be surrendered and returned to the Grand Lodge."

Many of the members becoming dissatisfied with the course of the mover of this resolution during the preceding months, had already "demitted," and on the 5th of October, 1833, the lodge surrendered its charter to the Grand Lodge, and ceased its labors for the time.

Having nearly six hundred dollars, a large sum then, in the treasury, it made the following disposition of its surplus funds :

To the Sisters of Charity, who had then but recently erected their hospital building, at Fourth and Spruce Streets, two hundred dollars; to the St. Louis Library Association, then just set on foot, two hundred and fifty dollars. The balance, one hundred and twenty-eight dollars, was applied to the payment of rent, Grand Lodge dues, and other incidentals.

Following the return of the charter of Missouri Lodge, No. 1, to the Grand Lodge of Missouri, in October, 1833, some few of its members, in conjunction with others, in 1834 petitioned the Grand Lodge for a charter for a new lodge in St. Louis, to be called Lafayette. The Grand Lodge changed the name, and in 1836 granted a charter to the lodge as St. Louis, No. 20.

On Tuesday, Oct. 18, 1842, at the annual meeting of the Grand Lodge, Priestly H. McBride, M. W. G. M.,—

"The petition of Brothers Jesse Little, Thornton Grimsley, William Renshaw, John D. Daggett, Augustin Kennerly, Thomas H. West, A. L. Mills, James S. Lane, George Wilson, and Frederic L. Billon, late members of Missouri Lodge, No. 1, praying that the Grand Lodge grant them the liberty of resuming their Masonic labors and the enjoyment of Masonic privileges, under and by virtue of their former charter, as a regular lodge of Free and Accepted Masons, was presented.

"Thereupon, upon motion of Brother Carnegy, it was unani- mously ordered that the prayer of said petitioners be granted."

Pursuant to the above the following members of Missouri Lodge, No. 1, assembled at the hall Oct. 20, 1842, and proceeded to reopen Missouri Lodge, No. 1, viz.: Jesse Little, Thornton Grimsley, John Simonds, Adam L. Mills, Augustin Kennerly, George Wilson, S. W. B. Carnegy, P. G. M., Joseph Foster,

S. G. W., John M. De Bolle and Esrom Owens; Joseph Foster as W. M.; John Simonds, S. W.; Thornton Grimsley, J. W.; Augustin Kennerly, Treas.; S. W. B. Carnegy, Sec.; George Wilson, S. D.; Jesse Little, J. D.; Esrom Owens, Tyler.

It was unanimously resolved to accept the privi- leges granted by the Grand Lodge, and the lodge then proceeded to an election of officers, which re- sulted in the choice of the following: John Simonds, W. M.; John D. Daggett, S. W.; Thornton Grims- ley, J. W.; Frederic L. Billon, Sec.; Augustin Kennerly, Treas; George Wilson, appointed S. D.; Jesse Little, appointed J. D.; Esrom Owens, ap- pointed Tyler. These officers were installed the same evening by P. G. Master S. W. B. Carnegy. The transaction of business was proceeded with, and thus the old lodge was revived.

Following is a list of the members initiated in Mis- souri Lodge, No. 1, from 1842 to 1848, inclusive :

	Initiated.	Passed.	Raised.
John M. Eager.....	Dec. 1, 1842.	Dec. 13, 1842.	Feb. 8, 1843.
E. Carter Hutchinson.....	Dec. 9, 1842.	April 14, 1843.	Oct. 11, 1843.
James M. Martien.....	Dec. 9, 1842.		
Joseph B. Walker.....	Jan. 26, 1843.	March 10, 1843.	April 7, 1843.
Henry Caldwell.....	Feb. 6, 1843.	March 10, 1843.	April 6, 1843.
Anthony Bennett.....	March 6, 1843.		
James Gresham.....	Oct. 10, 1843.	Oct. 24, 1843.	Nov. 2, 1843.
Isalah Forbes.....	Dec. 7, 1843.	Jan. 4, 1844.	Feb. 1, 1844.
Edwin T. Denig.....	Aug. 30, 1844.		
T. C. Hovaker.....	Oct. 3, 1844.	Nov. 16, 1844	Dec. 2, 1844.
Daniel Meloy.....	Dec. 7, 1844.	Jan. 2, 1845.	Jan. 23, 1845.
David Levison.....	Jan. 2, 1845.	Jan. 23, 1845.	Feb. 6, 1845.
Damassus Gezzi.....	Feb. 12, 1845.	March 6, 1845.	April 11, 1845.
Wm. H. Merritt.....	March 11, 1845.	April 3, 1845.	May 13, 1845.
Philip Ewald.....	June 13, 1845.		
Gabriel Hains.....	June 13, 1845.	July 15, 1845.	Aug. 28, 1845.
Erastus Wells.....	July 3, 1845.	Aug. 12, 1845.	Oct. 8, 1845.
Thomas Davenport.....	Sept. 4, 1845.	Oct. 2, 1845.	Dec. 22, 1845.
Gustavus W. Dreger.....	Sept. 12, 1845.		
Nap'o'n Koscielowski.....	March 5, 1846.	April 24, 1846.	Aug. 31, 1846.
Isaac H. Keim.....	April 2, 1846.	May 12, 1846.	June 12, 1846.
Meejah Littleton.....	April 19, 1846.	April 20, 1846.	April 20, 1846.
Lie Curtis.....	May 7, 1846.	July 3, 1848.	July 6, 1848.
Ed. S. Polkowski.....	May 7, 1846.		
Conrad Smith.....	June 4, 1846.		
Thomas Dndman.....	Aug. 6, 1846.	Feb. 4, 1847.	
Theodore Baker.....	Dec. 11, 1846.	June 14, 1847.	Aug. 23, 1847.
H. W. Leffingwell.....	Jan. 12, 1847.	Feb. 4, 1847.	Feb. 27, 1847.
Wm. F. Chase.....	Jan. 12, 1847.	Feb. 4, 1847.	Feb. 27, 1847.
Thomas Ryan.....	April 16, 1847.		
B. Liverman.....	Jan. 6, 1848.	March 15, 1848.	May 26, 1848.
John Libby.....	April 6, 1848.	Oct. 5, 1848.	March 1, 1849.
William H. Latham.....	Aug. 18, 1848.		
Isaac N. Barnes.....	Sept. 7, 1848.	Dec. 29, 1848.	Dec. 29, 1848.
Edmund Flagg.....	Sept. 7, 1848.	Feb. 26, 1849.	March 28, 1849.
Ed. C. Blackburn.....	Nov. 2, 1848.	Feb. 1, 1855.	

The elective officers of Missouri Lodge, No. 1, from 1842 to 1882, inclusive, have been :

	Worshipful Masters.	Senior Wardens.	Junior Wardens.	Treasurers.	Secretaries.
1842.....	John Simonds.	John D. Daggett.	Thornton Grimsley.	Augustin Kennerly.	Frederic L. Billon.
1843.....	"	"	"	Wm. Renshaw, Sr.	"
1844.....	Frederic L. Billon.	John D. Taylor.	Jesse Little.	"	James Gresham.
1845.....	John D. Taylor.	Isaiah Forbes.	James Gresham.	"	Frederic L. Billon.
1846.....	"	"	"	"	"
1847.....	"	James Gresham.	Isaac H. Keim.	"	"
1848.....	"	"	William F. Chase.	"	"
1849.....	James Gresham.	Samuel F. Currie.	Thos. Davenport.	John D. Daggett.	John D. Taylor.
1850.....	Isaiah Forbes.	"	John B. Coleman.	"	"
1851.....	John D. Taylor.	"	Clark Winsor.	"	Isaiah Forbes.
1852.....	Samuel F. Currie.	John Libbey.	Wm. M. McLean.	"	R. Peyinghaus.
1853.....	John Libbey and W. M. McLean.	Wm. M. McLean and C. M. Brooks.	Bernard A. Pratte.	"	John D. Taylor.
1854.....	Wm. H. McLean.	C. M. Brooks.	John B. Turnbull.	"	"
1855.....	John D. Taylor.	Judah A. Hart.	William Burden.	"	Wm. McLean.
1856.....	"	Wm. Burden.	John Goodin.	"	R. S. Voorhis.

	Worshipful Masters.	Senior Wardens.	Junior Wardens.	Treasurers.	Secretaries.
1857.....	John D. Taylor.	John Goodin.	Robert S. Voorhis.	John D. Daggett.	James O. Alter.
1858.....	John Goodin.	Roht. S. Voorhis.	A. Newmark.	John J. Outley.	Judah A. Hart.
1859.....	"	"	Francis Turnbull.	John D. Daggett.	John D. Taylor.
1860.....	Robert S. Voorhis.	Henry Hudson.	John Moyses.	"	Wm. A. Prall.
1861.....	John Goodin.	"	Judah A. Hart.	"	G. S. Ensell.
1862.....	"	J. J. Outley.	"	Jos. Crawshaw, Sr.	Edw. Crawshaw.
1863.....	Judah A. Hart.	James O. Alter.	D. N. Burgoyne.	H. S. Lansdell.	Geo. F. Couley.
1864.....	James O. Alter.	D. N. Burgoyne.	Rossington Elms.	"	John McKittrick.
1865.....	D. N. Burgoyne.	Geo. F. Gouley.	John McKittrick.	Judah A. Hart.	Wm. A. Prall.
1866.....	Geo. F. Gouley.	John McKittrick.	Wm. A. Prall.	"	Geo. C. Deane.
1867.....	John McKittrick.	Wm. A. Prall.	John D. Melvin.	"	Geo. W. Ferris.
1868.....	Wm. A. Prall.	John D. Melvin.	James H. Tolman.	John D. Daggett.	"
1869.....	John Goodin.	James H. Tolman.	Sol. B. Beliew.	"	"
1870.....	James H. Tolman.	John D. Melvin.	Geo. J. King.	"	Chas. F. Vogel.
1871.....	George T. King.	Charles Garvin.	David Goodfellow.	"	"
1872.....	Charles N. Garvin.	David Goodfellow.	James X. Allen.	"	"
1873.....	David Goodfellow.	James X. Allen.	M. W. Eagan.	"	"
1874.....	James X. Allen.	M. W. Eagan.	Joseph Nutt.	"	"
1875.....	Michael W. Eagan.	Wm. Douglas.	H. S. Roebuck.	Isaiah Forbes.	"
1876.....	Wm. Douglas.	Chas. F. Vogel.	A. B. Pearson.	"	Wm. H. Mayo.
1877.....	Chas. F. Vogel.	Wm. H. Goodin.	V. O. Saunders.	"	"
1878.....	V. O. Saunders.	Wm. H. Mayo.	John H. Deems.	"	Chas. F. Vogel.
1879.....	Wm. H. Mayo.	John H. Deems.	T. S. Funkhouser.	"	"
1880.....	John H. Deems.	Wm. Gillespie.	V. S. Colbert.	"	Wm. H. Mayo.
1881.....	"	"	M. H. Beck.	Chas. F. Vogel.	"
1882.....	Wm. Gillespie.	Henry L. Rogers.	Alphonse F. Perrier.	"	"

Missouri Lodge, No. 1, has recommended to the Grand Lodge of Missouri the granting of the following petitions for charters for new lodges in the city of St. Louis, viz.:

1845. Dec. 4th, petition of E. G. Simons and associates for a new lodge to be called "Polar Star."

1848. Oct. 5th, petition of William H. Merritt, Erastus Wells, and associates for a new lodge in the northern part of the city to be called Beacon Lodge.

1850. May 2d, petition of Mr. Baumgartner and associates for a new lodge in the southern part of the city to be called Irwin Lodge.

1854. Oct. 5th, petition of Messrs. Brennan, Brooks, Hall, and others for a new lodge to be called Tyrian Lodge.

1857. Jan. 15th, petition for a new lodge in the city to be called Pride of the West.

1865. March 16th, petition of Messrs. Wannell, Dozier, Shorn, and associates for Keystone Lodge.

1867. Sept. 5th, petition of Messrs. Gibson, Butts, and others for a new lodge to be called Aurora.

1868. Feb. 20th, petition of Messrs. Wolke, Sues, Sears, etc., Cosmos Lodge.

1869. Oct. 21st, petition of B. Goldschmidt, Charles Buechel, and J. Hafke, for Meridian Lodge; afterwards rescinded; no signatures to the petition.

1870. Feb. 17th, Petition of Thomas C. Ready and fifty others for Tuscan Lodge.

1871. June 15th, petition of R. A. Waters, B. A. Dozier, F. J. Rice, and others for Cache Lodge, at Carondelet.

1871. Sept. 21st, petition of Edward Nathan, J. J. Fiseher, and Adolph Klementpf, for Itaska Lodge.

1872. Feb. 15th, petition of C. C. Rainwater, Thomas R. Garrard, and R. M. Hubbard, for Anchor Lodge.

1872. March 7th, petition of John M. Collins, S. F. Ramsdell, and M. H. B. Atkins, for Westgate Lodge.

1872. June 20th, petition of A. B. Barbee, William T. McCutcheon, and James J. Denny, for Lambskin Lodge.

The fiftieth anniversary of the date of the charter to Missouri Lodge, No. 12, was celebrated by Missouri Lodge, No. 1, Oct. 8, 1866. The following

account of the proceedings was obtained from the record book:

"A called communication of Missouri Lodge, No. 1, was held at Masonic Hall, northeast corner of Chestnut and Third Streets, on Oct. 8, 1866; present, George Frank Gouley, W. M.; John McKittrick, S. W.; William A. Pratt, J. W.; Judah A. Hart, Treas.; George C. Deane, Sec.; James H. Tollman, S. D.; Joseph Nutt, J. D.; George B. Brua, Tyler; John Goodin, P. M.; James O. Alter, P. M.; Ross Elms, John D. Melvin, George W. Ferris, William N. Morrison, John Geekie, J. M. Broomfield, Alonzo B. Pearson, William H. Goodin, J. J. Outley, R. M. Mather, D. L. M. Robinson, A. Newmark, L. Kingsland, Jacob Kuhn, James X. Allen, Richard L. Parker, John W. Reeder, Lewis Holden, John Brooke, Charles H. Rochow, thirty members, and the following visitors: J. A. H. Lampton, P. M.; James Merry, John Glenny, T. H. Russell, S. D. Howard, J. K. Dalmas, William H. Stone, W. F. Dieterichs, Jr., of George Washington Lodge, No. 9; Theodore Nagle, William W. Worstall, of St. Louis Lodge, No. 20; John C. Bloomfield, William B. Parker, of Naphthali, No. 20; Henry Cupps, of Pride of the West Lodge, No. 179; J. B. Austin, W. M.; William B. Buckland, J. W.; A. B. M. Thompson, Sec.; Martin Collins, P. M.; William N. Loker, P. M.; William Bosbyshell, J. H. Case, John King, brevet major U. S. A.; W. W. Wallace, James Buckland, E. W. Klipstein, H. Silvester, Dr. George H. Bliekhahn, Thomas Richeson, W. A. Miller, R. M. L. McEwen, James McArthur, of Occident Lodge, No. 163; Frederick Volmer, Sec.; B. H. Miles, of Keystone Lodge, No. 243; William C. Defriez, W. M.; John W. Luke, P. M.; William P. Curtis, Sec.; Charles C. Whittlesey, Samuel D. Hendel, of Polar Star, No. 79; Thomas Jessop, Hermitage Lodge, No. 356, Illinois; Morand Smith, Sacramento Lodge, No. 40, California; J. W. McDonald, W. M.; Kansas City Lodge, No. 220; L. Wright, Columbian Lodge, No. 484, New York; William M. Fisher, Kane Lodge, No. 454, New York; N. D. Rogers, Palmyra, No. 128, New York, seventy-three present.

"George F. Gouley, W. M., presiding, delivered an address, giving a brief history of the lodge for the fifty years of its existence, so far as he had been able to gather it from the limited sources of information in his possession as Grand Secretary (the records from 1816 to 1833, inclusive, have been lost or destroyed at the death of John B. D. Valois, the secretary, in 1834)."

Among the public demonstrations in which Missouri Lodge, No. 1, has participated are the following:

1823. Dec. 27, St. John the Evangelist's day, observed by the installation of the officers in the lodge-room, and "a collation in the room on the second floor below."

1825. Dec. 27, St. John the Evangelist's day, procession to the First Presbyterian Church, northwest corner Fourth and St. Charles Streets; divine services by Revs. Salmon Giddings and J. M. Peck, and an oration by Hamilton R. Gamble.

1827. June 24, St. John the Baptist's day, procession to the Presbyterian Church, divine services, and an oration by Rev. Joshua T. Bradley (a member of the order), of the Episcopal Church, New York. Among those present was the distinguished officer, Maj.-Gen. Jacob Brown.¹

1828. Dec. 27, St. John the Evangelist's day, procession to the Presbyterian Church and a discourse by the pastor, Rev. William Potts, followed by the usual dinner.

1829. Dec. 27, St. John the Evangelist's day, procession to Christ Episcopal Church, where divine services were held.

1844. June 24, festival of St. John the Baptist, was observed by the four lodges of St. Louis—Missouri, No. 1; St. Louis, No. 20; Naphthali, No. 25; and Coleman, No. 40—by a procession to the Methodist Church, under the direction of Missouri, No. 1, as the senior lodge, where an oration was delivered by Willis L. Williams.

1847. Feb. 15, the eighty-third anniversary of the founding of St. Louis, was celebrated by the people of the city, the various societies, associations, and organizations, and the military of the place uniting in the affair, by a public display, a procession to the court-house, oration, firing of cannon, dinner, and ball, the Masonic bodies joining in the procession by special invitation from the authorities.

1852. Nov. 4, the centennial anniversary of the initiation of Gen. George Washington into the Masonic order, was publicly celebrated by the fraternity in St. Louis, under the auspices of Missouri Lodge, No. 1, by a procession to Centenary Methodist Church, northwest corner of Washington Avenue and Fourth Street, with exercises and ceremonies appropriate to the occasion.

The procession assembled at the hall, Third and Chestnut Streets, and formed with the right resting on Fourth and Chestnut Streets, in the following order:

- Sixth Infantry Band.
- Meridian Lodge, No. 12.
- Irwin Lodge, No. 120.
- Beacon Lodge, No. 3.
- George Washington, No. 9.
- Polar Star, No. 20.
- Mount Moriah, No. 40.
- Naphthali, No. 25.
- St. Louis Lodge, No. 79.

Missouri Lodge, No. 1.

Transient Brethren.

Alton Lodges.

Belleville Lodges.

Orator and Chaplain.

Royal Arch Chapters.

Knight Templar Encampments.

N. Wall, chief marshal; H. J. B. McKellops, aid; J. J. Anderson, assistant marshal; J. W. Crane, assistant marshal; Bernard Pratte, assistant marshal.

Arrived at the church, Past Grand Masters of the Grand Lodge of Missouri E. M. Ryland and A. B. Chambers presided. Rev. Mr. Newland opened the exercises with prayer, after which Rev. Mr. Kavanaugh delivered an address. R. W. G. C. Libby then pronounced the benediction. The procession again formed, and after marching through several streets returned to the lodge-room, where it was dismissed. At three o'clock a large number of the order, with many ladies, partook of a dinner at Odd-Fellows' Hall.

1864. Dec. 27, dedication of the hall of Occidental Lodge, No. 191, by a procession of the fraternity and appropriate ceremonies and exercises at the new hall.

1874. June 6, Missouri Lodge, No. 1, with the other city lodges, joined in the procession formed by the Grand Lodge of Missouri for the purpose of laying the corner-stone of the new Merchants' Exchange.

As may be seen from the foregoing pages, the early membership of the lodge included many of the leading citizens of St. Louis, some of whom occupied prominent and influential places in the councils of the nation. Among these may be mentioned Senator Thomas H. Benton, Hon. Hamilton R. Gamble, Governor of Missouri; Edward Bates, Attorney-General of the United States; Hon. John D. Daggett, mayor of St. Louis; James Kennerly, William Renshaw, Hardage Lane, Thornton Grimsley, Thomas Andrews, Archibald Gamble, Frederic L. Billon, William K. Rule, Thomas F. Riddick, Nathaniel B. Tucker, Joseph V. Garnier, Sullivan Blood, Jesse Little, and many others.

GRAND LODGE OF MISSOURI.—When Missouri was organized as a State (in 1820) there were three chartered lodges within the limits of her territory, all working under the Grand Lodge of Tennessee. These lodges were Missouri Lodge, No. 12, at St. Louis; Joachim Lodge, No. 25, at Herculaneum, Jefferson Co., and St. Charles Lodge, No. 28, at St. Charles.

It being deemed expedient to establish a Grand Lodge for the new State, and having the necessary number of lodges required by the ancient constitutions for the purpose, at the invitation of Missouri Lodge, No. 12, delegates from the three lodges met in convention at St. Louis on Thursday, Feb. 22, 1821, and appointed a committee of three—William Bates, of Joachim, No. 25; Nathaniel Simonds, of St. Charles, No. 28; and Edward Bates, of Missouri, No. 12—to draft a constitution for the government of the new Grand Lodge, to be submitted to the lodges for

¹ Maj.-Gen. Jacob Brown, accompanied by his aid, Lieut. Vinton, of the United States artillery, arrived at Jefferson Barracks on June 20, 1827, on a tour of inspection of the military posts of the United States. On the 22d he reviewed the troops there,—six companies of the First Regiment, six of the Third, and the whole of the Sixth Regiment,—twenty-two companies. On the 23d, with Gen. Atkinson, he visited the arsenal at Bellefontaine. On Sunday, the 24th, he attended divine service at the Presbyterian Church on the occasion of the anniversary of St. John the Baptist. On the 25th a dinner was given by the officers at the barracks. He left on the 27th, in the 'Herald,' for Louisville.—*Republican*, June 28, 1827.

their consideration. The lodges then adjourned to meet at the same place on the 23d of April following. Pursuant to this adjournment the three lodges again met, with the following representatives: Missouri Lodge, No. 12, Edward Bates and John D. Daggett; Joachim Lodge, No. 25, William Bates and T. F. Riddick; St. Charles Lodge, No. 28, A. S. Platt and H. Hunt, and decided to proceed with the organization of the Grand Lodge. After filling the various stations with officers *pro tem.*, they opened in form, and on the following day elected the following officers:

Brother Thomas F. Riddick, M. W. Grand Master; Brother James Kennerly, R. W. G. Sr. Warden; Brother William Bates, R. W. G. Jr. Warden; Brother Archibald Gamble, W. G. Treasurer; Brother William Renshaw, W. G. Secretary.

On Friday, May 4, 1821, the first public demonstration of the new Grand Lodge took place,—a procession to the Baptist Church, where the officers were installed and the Grand Lodge duly consecrated by Thompson Douglass, of Missouri Lodge, No. 1.

On the 5th of May, 1821, the following persons were appointed a committee to draft a code of by-laws for the government of the Grand Lodge: Thompson Douglass, W. G. Pettus, and J. V. Garnier, which duty they performed, and on the same day the code presented by them was adopted.

On the evening of Oct. 10, 1821, the Grand Lodge being in session, a Past Master's Lodge was opened, and the M. W. Nathaniel B. Tucker was installed Grand Master of the Masons of the State of Missouri.

Having been placed in Supreme Masonic authority in the State of Missouri, the Grand Lodge proceeded to recharter the lodges under its jurisdiction, and Missouri Lodge being the oldest, received, as we have seen, first place as No. 1, pursuant to its new charter on the 4th of September, 1821; Joachim became No. 2, and Hiram, of St. Charles, No. 3.

In 1831 a resolution was offered, but afterwards withdrawn, to dissolve the grand and subordinate lodges in the State.

The following was unanimously adopted:

“Resolved, That the Grand Lodge in the State of Missouri will earnestly support the interest and dignity of the fraternity,

	Grand Masters.	G. Sr. Wardens.	G. Jr. Wardens.	Grand Treasurers.	Grand Secretaries.	Deputy G. Masters.
April, 1821...	Thomas F. Riddick.	James Kennerly.	William Bates.	Archibald Gamble.	William Renshaw.	
Oct. 1821...	Nathaniel B. Tucker.	Edward Bates.	“ “	“ “	“ “	Thomas Douglass.
“ 1822...	“ “	“ “	William G. Pettus.	“ “	“ “	“ “
“ 1823...	“ “	“ “	“ “	“ “	Thomas Douglass.	George H. C. Melody.
“ 1824...	“ “	William G. Pettus.	Thornton Grimsley.	“ “	“ “	“ “
“ 1825...	Edward Bates.	“ “	“ “	“ “	John D. Daggett.	“ “
“ 1826...	“ “	Martin Ruggles.	John F. Ryland.	Rich'd T. McKinney.	“ “	Hardage Lane.
“ 1827...	“ “	“ “	H. R. Gamble.	Thornton Grimsley.	“ “	“ “
“ 1828...	Hardage Lane.	Ham. R. Gamble.	Adam L. Mills.	“ “	“ “	George H. C. Melody.
“ 1829...	“ “	“ “	“ “	“ “	“ “	Frederic L. Billon.
“ 1830...	“ “	Sinclair Kirtley.	“ “	Bernard Pratte, Jr.	“ “	George H. C. Melody.
Dec. 1831...	Edward Bates.	Oliver Parker.	Aug. Jones.	Thomas Andrews.	F. L. Billon.	“ “
Oct. 1832...	Ham. R. Gamble.	M. J. Noyes.	“ “	“ “	“ “	“ “
“ 1833...	Sinclair Kirtley.	John Wilson.	G. A. Tuttle.	G. H. C. Melody.	John Garnett.	“ “

Frederick Bates elected second Grand Master, October, 1822, declined.

and will strictly require of the subordinate lodges under this jurisdiction a vigilant and faithful discharge of their duties; and that it is inexpedient either to dissolve or suspend the grand and subordinate lodges.”

In April, 1832, the Grand Lodge adopted a resolution that “hereafter this Grand Lodge shall hold one communication in the year.”

Owing to the anti-Masonic agitation, which reached its climax in 1833, the Grand Lodge in October of that year changed its place of meeting to Columbia, Boone Co., Mo., the date fixed for its first meeting being December 2d, but when the storm had spent its fury the Grand Lodge, which had held three annual communications (in the years 1834, 1835, and 1836) at Columbia, found it expedient to remove back to St. Louis, which was accordingly done, and the annual meeting of Oct. 2, 1837, was held in St. Louis,—S. W. B. Carnegie, M. W. G. Master; John D. Daggett, R. W. Dep. G. Master; and Richard Dallam, G. Secretary.

The lodges chartered by the Grand Lodge of Missouri from its organization in 1821 to the date of its removal to Columbia, in October, 1833, were—

- No. 1, Missouri, at St. Louis, 1821.
- No. 2, Joachim, at Herculaneum, Jefferson Co., 1821.
- No. 3, Hiram, at St. Charles, St. Charles Co., 1821.
- No. 4, Harmony, at Louisiana, Pike Co., October, 1821.
- No. 5, Olive Branch, at Alton, Ill., April 3, 1822.
- No. 6, Unity, at Jackson, Cape Girardeau Co., April 3, 1822.
- No. 7, Franklin Union, at Franklin, Howard Co., April 3, 1822. Charter forfeited December, 1831.
- No. 8, Vandalia, at Vandalia, Ill., Oct. 8, 1822; Grand Lodge of Illinois, 1824. James M. Duncan, W. M.; J. Warnock, S. W.; W. Sec., D. Ewing, J. W. in district.
- No. 9, Sangamon, at Springfield, Ill., Oct. 9, 1822.
- No. 10, Union, at Jonesboro, Ill., Oct. 24, 1822.
- No. 11, Eden, at Covington, Ill., Oct. 8, 1822.
- No. 12, Tyro, at Caledonia, Washington Co., April, 1825.
- No. 13, Tucker, at Ste. Genevieve, October, 1826.
- No. 14, Booneville, at Boonville, April, 1827.
- No. 15, Perseverance, at Louisiana, Pike Co., April, 1828.
- No. 16, Columbia, at Columbia, Boone Co., October, 1830.
- No. 17, Clarksville, at Clarksville, Pike Co., October, 1830.
- No. 18, Palmyra, at Palmyra, Marion Co., April, 1831.

The following were the elected grand officers of the Grand Lodge of Missouri from 1821 to 1833:

The Grand Masters of the Grand Lodge from 1834 to 1867, inclusive, were:

Sinclair Kirtley, Columbia Lodge, No. 16; elected December, 1833 and 1835.

A. B. Chambers, St. Louis Lodge, No. 20; elected November, 1834.

S. W. B. Carnegie, Palmyra Lodge, No. 18; elected October, 1836-38.

Priestly H. McBride, Paris, Union Lodge, No. 19; elected October, 1839-43.

J. W. S. Mitchell, Fayette Lodge, No. 47; elected October, 1844-45.

John Ralls, New London Lodge, No. 21; elected October, 1846.

Joseph Foster, Naphthali Lodge, No. 25; elected October, 1847-48.

John F. Ryland, Lafayette Lodge, No. 32; elected May, 1849-50.

Benjamin W. Grover, Johnson's Lodge, No. 85; elected May, 1851-52.

Wilson Brown, St. Mark's Lodge, No. 93; elected May, 1853.

L. S. Cornwell, Johnson Lodge, No. 85; elected May, 1854-55.

Benjamin Sharp, Danville Lodge, No. 72; elected May, 1856.

Samuel H. Saunders, Relief Lodge, No. 105; elected May, 1857-58.

Marcus Boyd, United Lodge, No. 5; elected May, 1859.

Marcus H. McFarland, Ashley Lodge, No. 75; elected May, 1860.

William R. Penick, St. Joseph Lodge, No. 78; elected May, 1861.

George Whitcomb, Constantine Lodge, No. 129; elected May, 1862.

John H. Turner, Fulton Lodge, No. 48; elected May, 1863.

John F. Houston, Wakanda Lodge, No. 78; elected May, 1864-65.

John D. Vincil, Hannibal Lodge, No. 188; elected May, 1866.

The Deputy Grand Masters from 1821 to 1867 were:

Thompson Douglass, St. Charles Lodge, No. 3; elected 1821-23.

George H. C. Melody, Missouri Lodge, No. 1; elected 1823-25, 1828, 1830-32.

Hardage Lane, Missouri Lodge, No. 1; elected 1826-27.

Frederic L. Billon, Missouri Lodge, No. 1; elected 1829, 1844.

A. B. Chambers, St. Louis Lodge, No. 20; elected 1833, 1835, 1839.

Sinclair Kirtley, Columbia Lodge, No. 16; elected 1834.

John D. Daggett, Missouri Lodge, No. 1; elected 1836-38.

Joseph Foster, Naphthali Lodge, No. 25; elected 1840, 1843.

Joab Bernard, St. Louis Lodge, No. 20; elected 1841-42.

John D. Taylor, Missouri Lodge, No. 1; elected 1845-46.

E. S. Ruggles, Tyro Lodge, No. 12; elected 1847-49, 1851.

B. W. Grover, Johnson Lodge, No. 85; elected 1850.

Samuel F. Curry, Missouri Lodge, No. 1; elected 1852.

Love S. Cornwell, Johnson Lodge, No. 85; elected 1853.

D. P. Wallingford, Weston Lodge, No. 53; elected 1854.

O. F. Potter, Arrow Rock Lodge, No. 55; elected 1855.

W. A. Cunningham, St. Joseph Lodge, No. 78; elected 1856.

Philander Draper, Perseverance Lodge, No. 92; elected 1857.

Marcus Boyd, United Lodge, No. 5; elected 1858.

M. H. McFarland, Ashley Lodge, No. 75; elected 1859.

W. R. Penick, St. Joseph Lodge, No. 78; elected 1860.

John Decker, Naphthali Lodge, No. 25; elected 1861.

John H. Turner, Livingston Lodge, No. 51; elected 1862.

William N. Loker, Occidental Lodge, No. 163; elected 1863.

John D. Vincil, Hannibal Lodge, No. 188; elected 1864-65.

Wm. E. Dunscomb, Jefferson Lodge, No. 43; elected 1866.

The Grand Lodge has participated in most of the important public demonstrations in St. Louis since its organization. Among the events of this character in its history may be mentioned the following:

On Aug. 31, 1823, the Grand Lodge laid the "foundation-stone" of a Presbyterian Church, G. M. N. B. Tucker presiding.

At a special meeting of the Grand Lodge, held on the 29th of April, 1825, present R. W. G. H. C. Melody, D. G. M. and G. M. P.; R. W. Thornton Grimsley, G. S. W.; Rt. W. John D. Daggett, G. J. W. P.; A. Gamble, G. Treasurer; Thompson Douglass, G. Secretary, and a large number of visiting brethren, the Grand Lodge opened in Third Degree in solemn form.

It being stated by the Grand Master that Gen. Lafayette, a brother Mason and officer of the Revolution, had arrived in the city, on motion of Bro. Gamble, it was "ordered that a ballot be now taken on the election of Brother Lafayette as an honorary member of this Grand Lodge," whereupon he was duly elected.

On motion of Brother Gamble, it was "ordered that a committee be appointed to wait upon Brother Lafayette, inform him of his election as an honorary member of this Grand Lodge, and solicit his attendance at the present meeting."

Brothers Melody, Douglass, and Atwood were appointed the committee, and after a short absence returned, accompanied by Gen. Lafayette and his son, George Washington Lafayette, who were received by the lodge standing, and an address delivered by Archibald Gamble, to which Gen. Lafayette replied, and was then conducted to a chair in the east.

On motion of Brother Gamble, it was "ordered that the ballot be taken on the election of Brother George Washington Lafayette as an honorary member of this Grand Lodge, whereupon he was duly elected."

Gen. Lafayette then again addressed the lodge, and with his son withdrew.

On the 21st of October, 1839, at the request of the County Court, the Grand Lodge laid the corner-stone of the court-house in St. Louis, Col. A. B. Chambers, then D. G. Master, presiding.

In 1841 the Grand Lodge concluded to build a college, which was first started in Marion County, where it failed; subsequently it was removed to Lexington, where it again failed, and after years of disasters and troubles it was finally got rid of by being

donated by the Grand Lodge to the State for a military school, for which purpose it was never used.

On the 9th day of May, 1842, the Grand Lodge laid the corner-stone of Methodist Episcopal Centenary Church, Rev. Joab Bernard, D. G. Master, presiding.

In February, 1843, the Grand Lodge was incorporated by the Legislature of the State. On the 28th of June, 1845, the Grand Lodge united with the citizens and public bodies in St. Louis, the Grand Lodge leading, in public ceremonies consequent upon the death of Gen. Andrew Jackson.

The subordinate lodges in St. Louis are—

Missouri Lodge, No. 1; Meridian Lodge, No. 2; Beacon Lodge, No. 3; George Washington Lodge, No. 9; St. Louis Lodge, No. 20; Naphthali Lodge, No. 25; Mount Moriah Lodge, No. 40; Polar Star Lodge, No. 79; Erwin Lodge, No. 121; Occidental Lodge, No. 163; Orient Français Lodge, No. 167; Pride of the West Lodge, No. 179; Good Hope Lodge, No. 218; Keystone Lodge, No. 243; Aurora Lodge, No. 267; Cosmos Lodge, No. 282; Corner-Stone Lodge, No. 323; Tuscan Lodge, No. 360; Caehe Lodge, No. 416; Itaska Lodge, No. 420; Anchor Lodge, No. 443; West Gate Lodge, No. 445; Lamb-skin Lodge, No. 460.

ROYAL ARCH MASONS.—In the year 1820, a sufficient number of Royal Arch Masons being resident in St. Louis and its vicinity to constitute a chapter, a petition was sent to Hon. De Witt Clinton, General Grand High Priest of the General Grand Chapter of the United States, at Albany, N. Y., praying a dispensation for that purpose. Their petition was granted, and he issued to them the following

“DISPENSATION.

“To all Royal Arch Masons to whom these presents shall come, greeting:

“Be it known that I, De Witt Clinton, General Grand High Priest of the General Grand Royal Arch Chapter of the United States of America, do authorize and empower our worthy companions, Amos Wheeler, Thompson Douglass, Abraham Beek, Bennett Palmer, Justus Post, Abraham S. Platt, John G. Sawyer, Derrick Van Pelt, William H. Hopkins, and their associates, to form, open, and hold a chapter of Royal Arch Masons at St. Louis, in Missouri, until the next meeting of the General Grand Royal Arch Chapter, by the name of Missouri Chapter; and I do hereby appoint our worthy companion, Amos Wheeler, to be the first High Priest, Thompson Douglass to be the first King, and Abraham Beek to be the first Scribe of the said chapter, investing them with full powers to assemble upon proper occasions and advance Master Masons to the degrees of Mark Master, Past Master, and Most Excellent Master, and exalt them to that of a Royal Arch Mason; and also to do and perform all such acts as have been and ought to be done for the honor and advantage of the art, conforming in all their proceedings to the constitution of the General Grand Royal Arch Chapter, otherwise this power to be void.

“Given under my hand and privy seal, at the city of Albany, this 24th day of July, A.L. 5820.

[SEAL.]

“DE WITT CLINTON.”

In pursuance of the foregoing authority, a convocation of Royal Arch Masons was held on the 2d day of October, 1820, in the hall of Missouri Lodge, No. 12, when Companions Beek and Canfield were appointed a committee to procure quarters for the accommodation of the chapter. Oct. 14, 1820, a Mark Master's Lodge was opened, additional companions present being Clement B. Fletcher, David Lawrence, James C. Canfield, Samuel G. J. De Camp, and William G. Pettus. Companions Beek, Pettus, Lawrence, and Canfield were appointed a committee to prepare a code of by-laws and procure the necessary furniture and implements for a Mark Master's Lodge.

On the 6th of January, 1821, the committee reported a code of by-laws, which were severally read and adopted. The committee to procure rooms reported “that they had procured from Missouri Lodge, No. 12, the use of their rooms, the rent to commence on Dec. 20, 1820.” Agreed to. On Oct. 30, 1821, the following officers were elected:

Thompson Douglass, H. P.; Amos Wheeler, King; George H. C. Melody, Scribe; Samuel G. J. De Camp, C. H.; William H. Hopkins, P. S.; William H. Pockocke, R. A. C.; Daniel C. Boss, G. M. 3d V.; Hugh Rankin, G. M. 2d V.; Thomas Bothick, G. M. 1st V.; William G. Pettus, Treas.; Archibald Gamble, Sec.; John C. Potter, Tyler and Steward.

There being some doubt as to the authority of the chapter to elect officers under their dispensation, it was thought best to address the General Grand High Priest for his opinion on the subject. He replied as follows:

“ALBANY, 7th December, 1821.

“E. C.:

“In answer to your letter, this moment received, I have to state that in my opinion you may hold your election under the dispensation, precisely in the same way as if you acted under a warrant or charter; the powers granted are the same, the only difference is as to duration. I think that the officers ought to be installed. For this purpose I annex an authority.

“With my best wishes for the prosperity of your members, individually and collectively,

“I am yours, fraternally,

“DE WITT CLINTON.

“THOMPSON DOUGLASS, ESQ.”

“ALBANY, 7th December, A.L. 5821.

“I, De Witt Clinton, General Grand High Priest, etc., do hereby authorize Edward Tyler, Jr., Esq., of Louisville Chapter, to install the officers of Missouri Chapter, and to act in my stead on this occasion with the same powers as I should exercise if I were personally present.

(Signed)

“DE WITT CLINTON.”

Upon the receipt of these documents the former election was declared informal, and Jan. 31, 1822, a new election took place, resulting as follows:

Thompson Douglass, H. P.; John Walls, King; George H. C. Melody, Scribe; William Arnold, C. H.; Thornton Grimsley, P. S.; James P. Speneer, R. A. C.; Hugh Rankin, G. M. 3d V.;

William H. Pooceke, G. M. 2d V.; Archibald Gamble, G. M. 1st V.; S. G. J. De Camp, Treas.; W. B. Alexander, Sec.; John C. Potter, Tyler and Steward.

Companion Thompson Douglass, High Priest elect, was installed April 29, 1822, as such, and duly anointed and received into the order of High Priesthood by Edward Tyler, Jr., High Priest of Louisville Chapter, No. 5, all the companions, except High Priests, having previously retired for that purpose, after which they returned to the chapter, and the remaining officers elect were duly installed.

In August, 1826, the time being near at hand for the Septennial Communication of the General Grand Royal Arch Chapter of the United States at New York, at which time the chapter's dispensation would expire, Hardage Lane was appointed to draft a memorial, and Frederic L. Billon to transcribe the proceedings to be submitted to that body. On Saturday, August 5th, Dr. Lane submitted his memorial and the following:

"Resolved, That the memorial presented by the committee appointed to that duty be received, and that a fair copy of it be made out and signed by the H. P. and forwarded to the Most Eminent General Grand Royal Arch Chapter of the United States.

"Resolved, That the companions of Missouri Royal Arch Chapter, No. 1, now working under dispensation, pray that a charter may be granted them, if upon examination of the transcript of their proceedings by the General Grand Royal Arch Chapter of the United States they shall be found worthy.

"Resolved, That a copy of the foregoing resolutions be forwarded, with the memorial, to the Most Eminent General Grand Royal Arch Chapter of the United States."

The memorial was approved and resolutions adopted, and George H. C. Melody was appointed to present the same to the General Grand Chapter.

On Monday, Aug. 7, 1826, the last meeting of the chapter under the dispensation was held.

The members of the chapter when it disbanded were—

Thornton Grimsley, H. P.; James P. Spencer, K.; Richard T. McKinney, S.; Thompson Douglass, P. S.; Isaac A. Letcher, R. A. C.; David Lawrence, G. M. 2d V.; F. L. Billon, George H. C. Melody, William M. Hopkins, George Morton, William McDonald, John D. Daggett; Sullivan Blood, Treas.

Mr. Melody was at the East a year with the charter in his possession. After his return a convocation of Royal Arch Masons was held in the chapter-room of Missouri Royal Arch Chapter, No. 1, on the 13th day of August, 1827, the following gentlemen being present:

Members, Thornton Grimsley, H. P.; James P. Spencer, King; Richard T. McKinney, Scribe; Thompson Douglass, P. S.; F. L. Billon, Sec.; George H. C. Melody, William H. Hopkins, William McDonald, John D. Daggett.

Visitors, Hardage Lane, E. H. Shepard, William H. Pooceke, Rev. Joshua Bradley; A. L. Mills, Vincennes, No. 1;

Phil. G. Randolph, Potomac, No. 8; William J. Freeland, Eureka, No. 10, Lynchburg, Va.

The chapter was opened in due and solemn form. A communication from Lebbeus Chapman, secretary of the General Grand Royal Arch Chapter of the United States, to Thornton Grimsley, High Priest of Missouri Chapter, informing him that a warrant or charter for the continuation of the chapter had been granted by said General Grand Royal Arch Chapter, was read; whereupon Mr. Melody informed the meeting that he was the bearer thereof, and was authorized by the Most Eminent De Witt Clinton, General Grand High Priest of the General Grand Royal Arch Chapter of the United States, to install the officers of the said chapter, and producing his authority read as follows:

"We, the General Grand Royal Arch Chapter of the United States of America of the most ancient and honorable fraternity of Free and Accepted Masons, according to ancient usage, duly established, constituted, and organized for the said United States of America, agreeably to the resolutions and by authority of a General Grand Convention, held at Hartford, in the State of Connecticut, in the year of Masonry 5798, do hereby constitute and appoint our trusty and well-beloved companions, Thornton Grimsley, H. P.; James P. Spencer, King; and Richard T. McKinney, Scribe, of a new Royal Arch Chapter, by the name and style of Missouri Chapter, to be held at St. Louis, in the State of Missouri. And we do hereby authorize and empower our said trusty and well-beloved companions to hold their chapter at the place hereby directed and appointed at such times as they shall deem necessary and convenient, and agreeably to the General Grand Constitution of this General Grand Royal Arch Chapter, and to admit and advance regular Master Masons to the ancient and honorable degrees of Mark Masters, Past Masters, Most Excellent Masters, and exalt to the august and sublime degree of Royal Arch Masons according to the more ancient and honorable custom of the royal craft in all ages and nations throughout the known world.

"And we do further authorize and empower our said companions and their associates to hear and determine all and singular matters and things relating to the craft within the jurisdiction of the said Missouri Chapter, conforming in all things to the rules and regulations of our General Grand Constitution. And, further, we do hereby further authorize and empower our said trusty and well-beloved companions to install their successors in office, to whom they shall deliver the warrant, and invest them with all their powers and dignities as such, and in like manner their successors in office during the continuance of the said Royal Arch Chapter forever. . . .

"Provided, always, that the said above-named companions and their successors shall do and faithfully perform all and every act and thing required by the General Grand Constitution of this General Grand Royal Arch Chapter, otherwise this warrant shall be void and of no effect.

"In testimony whereof, we, the General Grand Royal Arch Chapter aforesaid, have caused our seal to be hereunto affixed, and our most excellent General Grand High Priest to subscribe his name at the city of New York, this eighteenth day of September, in the year of our Lord one thousand eight hundred and twenty-six, and of Masonry 5826.

"DE WITT CLINTON.

"Attest:

"LEBBEUS CHAPMAN, G. G. Secretary."

"To all Royal Arch Masons to whom these presents shall come, greeting:

"Be it known, that I, De Witt Clinton, General Grand High Priest of the General Grand Royal Arch Chapter of the United States of America, by virtue of the high power in me vested by the third section of the fourth article of the constitution of the General Grand Royal Arch-Chapter of the United States of America, do hereby authorize and empower our worthy companion, George H. C. Melody, to install the officers of Missouri Chapter, No. 1, holden in the city of St. Louis, and county of St. Louis, and State of Missouri, according to the constitution of the General Grand Royal Arch Chapter aforesaid; and I do hereby require of you to make due returns to me of your proceedings on or before the next meeting of the General Grand Chapter.

"Given under my hand and seal at the city of Albany, State of New York, this 23d day of January, A.L. 5827.

"DE WITT CLINTON."

Thornton Grimsley was then duly invested by Mr. Melody with the degree of High Priest and installed as such, all but the High Priests having retired. After their return to the hall, Mr. Melody proceeded to install James F. Spencer, King, and Richard T. McKenney, Scribe.

On the death of De Witt Clinton, at Albany, N. Y., Feb. 11, 1828, the Royal Arch Missouri Chapter passed a series of resolutions, embodying their appreciation of his services and their veneration of his character, and determined to wear a badge of mourning for thirty days. They also recommended all Royal Arch Masons in the State to do the same, and requested the Rev. J. Bradley to deliver an appropriate address.

The following is a roll of the Companion Royal Arch Masons who took part in the first organization of the chapter under the "dispensation," in October, 1820:

- Amos Wheeler, died June 8, 1822.
- Thompson Douglass.
- Abraham Beck, died Sept. 4, 1821.
- Bennett Palmer, St. Charles, died Aug. 17, 1821.
- Justus Post, never participated.
- Abraham S. Platt, St. Charles, Tyler until April, 1825.
- John Y. Sawyer, Edwardsville, demitted April 21, 1824.
- Derrick Van Pelt, died in 1821 or 1822.
- William H. Hopkins.
- James C. Canfield, not found after February, 1821.
- Samuel G. J. De Camp.
- Clem. B. Fletcher, Herculaneum, demitted Jan. 10, 1824.

David Lawrence.

William G. Pettus, demitted April 21, 1824.

Archibald Gamble, demitted Dec. 13, 1823.

The last meeting held by the old chapter, No. 1, before its cessation consequent upon the anti-Masonic excitement of the day, was one convened especially for the advancement of Bernard Pratte, Jr.; on Monday, March 2, 1829, at which time he received the degrees of Mark and Past Masters. The roll of members had then been reduced to nineteen.

After this the chapter lay dormant for seven years and eight months,—no meeting during this time,—but revived in 1836, when the opposition to Masonry, which had assumed a political complexion in many of the States, had very materially subsided, and the institution began to flourish again. Some four or five of the members, with a few others who in the interval had become residents of St. Louis, revived the old chapter, which was opened by J. D. Daggett, H. P., Nov. 5, 1836.

At this meeting G. W. Call, E. H. Shepard, and D. T. Lee were appointed a committee to report upon the propriety of a resumption of labor. That committee reported on the 10th substantially as follows, viz.:

"That under the charter granted by the General Grand Chapter in 1826 the chapter continued its labor until the shock which Freemasonry sustained in 1829 began to be severely felt in Missouri; that its operations ceased through the non-assembling of the craft for work, but without any definite action of the chapter as a body on the subject. No meeting was had from that time until the regular meeting on the 5th November, 1836, when it was opened in ancient and solemn form by Companion J. D. Daggett, High Priest thereof.

"That your committee have fully discussed the propriety of proceeding to work under the present charter, and are unanimously of the opinion that the chapter is competent and fully authorized to do so, and that the prosperity of Freemasonry in Missouri demands it."

This report was adopted, the chapter declared re-organized, and a copy of the report ordered to be sent to the General Grand Chapter, by whom it was subsequently approved.

The following is a list of the High Priests, Kings, Scribes, Secretaries, Treasurers, and Guards from 1820 to 1849, inclusive:

	High Priests.	Kings.	Scribes.	Secretaries.	Treasurers.	Guard or Tylers.
Jan. 1820...	Amos Wheeler.	Thompson Douglass.	Abraham Beck.			
Dec. 1822...	Thompson Douglass.	John Walls.	George H. C. Melody.	W. B. Alexander.	S. G. J. De Camp.	John C. Potter.
Dec. 1822...	William Arnold.	T. Douglass.	Thornton Grimsley.	"	G. H. C. Melody.	Abram S. Platt.
Feb. 1823...	W. H. Hopkins.	G. H. C. Melody.	W. B. Alexander.	T. Douglass.	S. P. Striker.	"
Feb. 1825...	E. H. Shepard.	George Morton.	I. A. Letcher.	F. L. Billon.	James Douglass.	"
April, 1826...	Thornton Grimsley.	James P. Spencer.	Richard T. McKinney.	"	Sullivan Blood.	Geo. H. C. Melody.
Dec. 1827...	"	"	James S. Lane.	"	Isaac A. Letcher.	Benjamin Walker.
Feb. 1829...	John D. Daggett.	R. T. McKinney.	Adam L. Mills.	"	James S. Lane.	"
Dec. 1837...	"	George W. Call.	Bernard Pratte, Jr.	Richard B. Dallam.	G. H. C. Melody.	Esrom Owens.
" 1838...	"	B. Pratte, Jr.	George W. Call.	"	"	"
" 1839...	Joseph Foster.	John Simonds, Jr.	Stephen Price.	"	"	"
" 1840...	"	E. H. Shepard.	Joab Bernard.	"	"	"
" 1841...	Joab Bernard.	Edward Klein.	William S. Stewart.	"	Louis Jaccard.	"
" 1842...	Gilbert Nourse.	Joab Bernard.	Henry L. Clark.	"	"	"
" 1843...	Joseph Foster.	John Simonds.	John D. Daggett.	"	Joab Bernard.	"

	High Priests.	Kings.	Scribes.	Secretaries.	Treasurers.	Guard or Tylers.
Dec. 1844...	Joseph Foster.	John S. Watson.	John Hall.	Richard B. Dallam.	James L. Jamison.	Esrom Owens.
" 1845...	John D. Stygl.	"	"	"	F. L. Billon.	"
" 1846...	Rev. E. H. Cressy.	John Hall.	William H. Gagle.	F. L. Billon.	Edward G. Simons.	"
"	E. H. Shepard.					
" 1847...	Rev. E. C. Hutchinson.	B. B. Brown.	Edward G. Simons.	"	John S. Watson.	"
" 1848...	Joseph Foster.	John Shore.	Joseph Rowe.	"	"	"
" 1849...	Esrom Owens.			John D. Taylor.	"	Charles Paynter.

The High Priests, Kings, and Scribes from 1850 to 1867, inclusive, were:

	High Priests.	Kings.	Scribes.
1850...	John D. Taylor.	J. W. Crane.	John Hall.
1851...	J. W. Crane.	J. D. Daggett.	R. B. Dallam.
1852...	John D. Taylor.	Jeremiah McKay.	J. Farrar.
1853...	"	J. W. Crane.	Jesse Little.
1854...	"	James Harrison.	G. B. Brua.
1855...	William McLean.	C. M. Brooks.	"
1856...	H. Dusenbury.	"	Isaiah Forbes.
1857...	Isaiah Forbes.	John D. Taylor.	F. Dings.
1858...	John D. Taylor.	William Burden.	G. B. Brua.
1859...	Joseph Foster.	T. G. Comstock.	Samuel Brown.
1860...	William Burden.	"	F. Dings.
1861...	"	"	"
1862...	"	"	"
1863...	"	D. N. Burgoyne.	G. W. Ford.
1864...	Isaiah Forbes.	M. L. Cohn.	C. M. Brooks.
1865...	D. N. Burgoyne.	"	G. Babeock.
1866...	M. L. Cohn.	J. O. Alter.	A. Newmark.
1867...	James O. Alter.	James H. Tolman.	Wm. A. Prall.

In October, 1838, the chapter and the two lodges then in St. Louis, Nos. 20 and 25, occupied the same rooms, each paying one-third of the rent. On the 21st of April, 1841, the recommendation of the chapter was given to the petition of Royal Arch Masons of St. Louis for a new chapter, to be called St. Louis Chapter. Feb. 8, 1847, the petition of Companions Nathaniel Childs, Henry L. Clark, J. W. Crane, Thomas H. Capers, Richard Bond, N. G. Berryman, I. I. Montgomery, Charles Levy, B. I. Vancourt, George Meyers, Alexander Vancourt, and J. W. S. Mitchell to the General Grand Chapter of the United States for the establishment of a new chapter, to be called St. Louis, was read asking the recommendation of the chapter, whereupon

"Resolved, That the chapter do recommend the same."

GRAND ROYAL ARCH CHAPTER OF MISSOURI.—Pursuant to an invitation from Missouri Chapter, No. 1, Royal Arch Masons, a convention of the several chapters in Missouri was held in St. Louis on the 16th of October, 1846, for the purpose of forming a Grand Chapter for the State.

At this convention were represented Missouri Chapter, No. 1, Boonville Chapter, No. 5, Palmyra Chapter, No. 2, Fayette Chapter, No. 6. Elihu H. Shepard, High Priest of Missouri, No. 1, presided, and Stanton Buckner, of No. 2, acted as secretary.

The convention upon being organized proceeded to the formation of a Grand Chapter by the adoption of the following resolution, presented by Companion Daggett:

"Resolved, That we, the officers and proxies of the chapters aforementioned, deeming it expedient and necessary for the better government of the craft, do now establish and constitute

a Grand Royal Arch Chapter for the State of Missouri, agreeably to the constitution of the General Grand Chapter of the United States."

The Grand Chapter having been duly organized by the adoption of a constitution and by-laws, the following gentlemen were elected the first grand officers: J. W. S. Mitchell, G. H. P.; William Hurley, Dep. G. H. P.; Parker Dudley, G. K.; Joseph Megquier, G. S.; Frederic L. Billon, G. Sec.; John S. Watson, G. Treas.; Rev. E. C. Hutchinson, G. Chap.; John D. Daggett, G. Marshal.

Consequent upon this action the allegiance of Missouri Chapter, No. 1, was transferred from the General to the State Grand Chapter.¹

The officers of the Grand Chapter elected in May, 1882, are—

Erwin Ellis, of Lebanon, G. H. P.; A. M. Dockery, of Galatin, Dep. G. H. P.; C. C. Wood, of Kansas City, G. K.; Lee A. Hall, of St. Louis, G. S.; John W. Luke, of St. Louis, G. Treas.; William H. Mayo, of St. Louis, G. Sec.

Appointed officers:

Rev. George W. Penn, of Fulton, G. Chap.; R. F. Stevenson, of Clinton, G. Capt. of H.; Reuben Barney, of Chillicothe, G. P. S.; William B. Wilson, of Cape Girardeau, G. R. A. C.; James B. Austin, of St. Louis, G. M. 3d V.; Lewis Slaughter, of Richmond, G. M. 2d V.; J. C. Hearne, of Hannibal, G. M. 1st V.; J. W. Owen, of St. Louis, G. G.

The chapters of Royal Arch Masons in St. Louis in 1882, with their officers and the number of members, were:

¹ On the 22d of February, 1882, at the Laeledge Hotel, St. Louis, occurred the death of Samuel H. Owens, Grand High Priest and Past Grand Master of Masons. He was born in May, 1835, near Springfield, Ill. During his infancy his parents removed to Missouri, and he was raised to manhood on a farm in Cole County, near Jefferson City. He was educated at the State University at Columbia, Mo. His profession was that of the law, and it is no usual compliment to him to say that he honored his profession. This he did by study, energy, ability to grasp intricate questions, and above all by his high sense of honor in the practice of his profession. He never sought to deceive the court, or do a wrong that he might win his case. As a Mason, he had risen gradually from the humblest position to that of Grand Master of Masons, to which he was chosen in 1872. His administration was eminently successful and practically beneficial to the craft. Subsequently he was chairman of the Committee on Grievance in the grand body. No decision of his was ever reversed, and his reports contributed much to the Masonic standing of Missouri in other grand jurisdictions. In 1881 he was unanimously elected M. E. Grand High Priest of the Grand Chapter.

Missouri, No. 1, Joseph Mountain, H. P.; William H. Mayo, Sec.; one hundred and eighteen members. St. Louis, No. 8, Henry A. Krueger, H. P.; James Harrocks, Sec.; one hundred and eighty-nine members.

Bellefontaine, No. 25, John R. Parson, H. P.; E. V. Kyte, Sec.; one hundred and thirty-one members.

O'Sullivan, No. 40, E. W. League, H. P.; H. F. Hoppus, Sec.; seventy-seven members.

Kilwinning, No. 50, J. Percival Smith, H. P.; John T. McCoy, Sec.; one hundred and eighteen members.

Temple, No. 51, George Lawson, H. P.; John K. Bollinger, Sec.; fifty-one members.

Oriental, No. 78, R. Watson, H. P.; William Crouch, Sec.; fifty-seven members.

The membership of the chapters (eighty-seven in all) subordinate to the Grand Chapter of Missouri, as returned in 1882, numbered four thousand persons.

ORDER OF HIGH PRIESTHOOD.—Very little, if anything, was known of this impressive degree of Masonry in Missouri prior to 1853, in which year George H. C. Melody, P. G. H. P., received the work of the order from Robert P. Dunlap, of Maine, then General Grand High Priest of the General Grand Chapter of the United States. At a meeting of High Priests, held in the Masonic Hall, St. Louis, May 20, 1854, there were present George H. C. Melody, Thornton Grimsley, John D. Daggett, Hon. S. W. B. Carnegy, A. Patterson, John F. Ryland, Richard F. Rees, Joseph Foster, A. O'Sullivan. George H. C. Melody presided, and A. O'Sullivan acted as secretary. After the object of the meeting had been stated by the chairman, a resolution was adopted to the effect that a Convention of High Priests for Missouri be organized.

The following officers were then elected :

George H. C. Melody, president; Thornton Grimsley, vice-president; Joseph Foster, conductor; Richard R. Rees, marshal; A. O'Sullivan, secretary.

At a meeting held on the 26th of May, 1855, "a constitution for the Grand Convention of High Priests of the State of Missouri" was adopted, and under this permanent organization the following officers were elected :

M. E. Comp. George H. C. Melody, president; M. E. Comp. Archibald Patterson, vice-president; M. E. Comp. Rev. J. F. Truslow, chaplain; M. E. Comp. D. De Haven, herald; M. E. Comp. William McLane, steward; M. E. Comp. F. A. H. Garlichs, master of ceremonies; M. E. Comp. Solomon Houch, conductor; M. E. Comp. A. O'Sullivan, secretary; M. E. Comp. J. W. Chenoweth, guard.

The following is the first list of members of anointed High Priests of the State that could be found after careful search through all preceding records of the Grand Chapter of the State, viz. :

George H. C. Melody, Thornton Grimsley, John D. Daggett, S. W. B. Carnegy, A. Patterson, Hon. John F. Ryland, Joseph Foster, A. O'Sullivan, Richard R. Rees, Priestly H. McBride, T. E. Shepherd, Thomas Miller, D. P. Wallingford, Rev. J. F. Truslow, John W. Chenoweth, D. De Haven, Solomon Houch, F. A. H. Garlichs, William McLane, John S. Tisdale, Edward Lea, Marcus Boyd, W. A. Cunningham, Stephen Stafford, James Cloudsley, George A. Kise.

After May 25, 1866, a break occurs in the history of the order. The connecting link seems to have been lost, for diligent search and inquiry fail to properly connect it. There is no record of any meeting from May 25, 1866, until the record starts again, with new officers and several new names, Oct. 7, 1869.

From the best obtainable information it seems that after the death of Companion McDaniel, the president, and Companion O'Sullivan, the secretary of the convention, in 1866, no one had the work of the order until 1868, when Companion J. H. Fairchild, a Past High Priest, of New York, communicated the work to M. E. Companion Thomas E. Garrett and others, who conferred the order on several members, who held meetings during that year. M. E. Companion Garrett was elected president, which office he has held continuously ever since.

M. E. Companion George H. C. Melody was president from the organization until 1860, the year of his death. M. E. Companion Joseph Foster was president until 1865, and M. E. Companion James McDaniel was president in 1866; M. E. Companion D. T. Wainwright in 1867.

In 1882 the officers were—

Thomas E. Garrett, M. E. P.; Allan McDowell, E. V. P.; Isaiah Forbes, E. C.; John R. Parson, E. T.; William H. Mayo, E. R.; W. R. Stubblefield, E. M. of C.; James B. Austin, E. Cond.; Joseph S. Browne, E. H.; William H. Dale, E. Steward; A. Newmark, E. Sentinel.

THE COUNCILS OF ROYAL AND SELECT MASTERS located in St. Louis are—

St. Louis Council, No. 1, John D. Vincil, M.; R. H. Mather, recorder.

Hiram Council, No. 10; John E. Jones, M.; L. J. Clark, recorder.

KNIGHTS TEMPLAR COMMANDERIES.—The Grand Commandery of Knights Templar in Missouri was organized by a convention which assembled on the 22d of May, 1860; Benjamin M. Runyan, president, and Ludwell R. Ringo, recorder. The officers of the Grand Commandery up to the present time (1882) have been—

	Date.	Grand Commanders.	Deputy Grand Commanders.	Grand Generalissimos.	Grand Captain-Generals.	Grand Prelates.
May,	1860.....	George W. Belt.	R. M. Henderson.	John W. Crane.	Henry Flynt.	Ludwell R. Ringo.
"	1861.....	"	W. R. Penick.	Jacob C. Rinehard.	John W. Crane.	Edward S. Dulin.
"	1863 ¹	"	B. M. Runyan.	William N. Loker.	W. A. Cunningham.	Thomas E. Garrett.
"	1864.....	"	Thomas M. Wannall.	Geo. Frank Gouley.	James F. Aglar.	"
"	1865.....	Thomas M. Wannall.	Geo. Frank Gouley.	Josiah Hunt.	"	John D. Vincil.
"	1866.....	Geo. Frank Gouley.	Lewis F. Weimer.	James F. Aglar.	James McDaniel.	"
Oct.	1867.....	"	"	"	James Carr.	P. M. Pinkard.
"	1868.....	James F. Aglar.	John D. Vincil.	James Carr.	D. P. Wallingford.	"
"	1869.....	"	"	"	Samuel Russell.	William M. Rush.
"	1870.....	John D. Vincil.	Joseph M. Fox.	William H. Stone.	Francis M. Tufts.	"
"	1871.....	Francis M. Tufts.	Wilbur F. Tuttle.	John Ure.	Oren Root, Jr.	John D. Vincil.
"	1872.....	Oren Root, Jr.	John Ure.	Samuel A. Gilbert.	John C. Bloomfield.	R. L. M. McEwen.
"	1873.....	John Ure.	Samuel A. Gilbert.	John C. Bloomfield.	Frederick B. Young.	William Wilmott.
"	1874.....	Samuel A. Gilbert.	John C. Bloomfield.	Frederick B. Young.	Wm. W. Anderson.	C. H. Foote.
"	1875.....	John C. Bloomfield.	Frederick B. Young.	Wm. W. Anderson.	Thomas W. Park.	George C. Betts.
"	1876.....	Frederick B. Young.	W. W. Anderson.	Thomas W. Park.	John R. Parson.	"
"	1877.....	John R. Parson.	Thomas W. Park.	James N. Burns.	W. W. Garth.	"
"	1878.....	C. J. Atkins.	W. W. Garth.	John B. Maude.	Wm. H. Hotchkiss.	"
May,	1880 ¹	Sol. E. Waggoner.	William G. Hall.	William J. Terrell.	John A. Sloan.	"
"	1881.....	William G. Hall.	William J. Terrell.	John A. Sloan.	F. J. Tygard.	George W. Penn.
"	1882.....	William J. Terrell.	R. E. Anderson.	J. R. Hardy.	"	"

	Date.	Grand Senior Wardens.	Grand Junior Wardens.	Grand Treasurers.	Grand Recorders.	Grand Standard-Bearers.
May,	1860.....	William N. Loker.	George W. Culver.	John D. Daggett.	E. G. Heriot.	O. F. Potter.
"	1861.....	Paris S. Pfoots.	James H. Matheny.	"	"	Robert Hale.
"	1863 ¹	James F. Aglar.	E. O. Sayle.	"	A. O'Sullivan.	John E. Ryland.
"	1864.....	D. N. Burgoyne.	John Glenny.	"	"	J. A. H. Lampton.
"	1865.....	Martin Collins.	J. A. H. Lampton.	William N. Loker.	"	Hampton Woodruff.
"	1866.....	"	B. F. Newhouse.	"	"	"
Oct.	1867.....	Samuel Hardwick.	"	"	A. B. M. Thompson.	Peter B. Grant.
"	1868.....	Peter B. Grant.	Washington Jones.	"	Geo. Frank Gouley.	F. H. Lewis.
"	1869.....	William K. Spinney.	G. W. Tindall.	"	"	William Bosbyshell.
"	1870.....	John Ure.	D. W. Wells.	"	"	"
"	1871.....	William Bosbyshell.	J. J. McElwee.	"	"	John C. Bloomfield.
"	1872.....	Frederick B. Young.	Wm. W. Anderson.	"	"	Burwell G. Wilkerson.
"	1873.....	Wm. W. Anderson.	Burwell G. Wilkerson.	"	"	John H. Brown.
"	1874.....	Burwell G. Wilkerson.	David Goodfellow.	"	"	"
"	1875.....	"	"	"	"	"
"	1876.....	"	H. C. Frost.	"	"	S. E. Waggoner.
"	1877.....	John B. Maude.	Wm. H. Hotchkiss.	"	William H. Mayo.	J. H. Brown.
"	1878.....	Sol. E. Waggoner.	J. R. Hardy.	John R. Parson.	"	William J. Terrell.
May,	1880 ¹	James Carroll.	George Lambert.	William P. Mullen.	"	C. E. Ballard.
"	1881.....	E. H. Mix.	George F. Rogers.	"	"	George J. Tyrrell.
"	1882.....	"	"	"	"	William A. Hall.

	Date.	Grand Sword-Bearers.	Grand Warders.	Grand Sentinels.	Foreign Correspondents.	Grand Drill-Masters.
May,	1860.....	Samuel M. Hays.	A. D. Hoy.	H. T. Shlossner.	A. O'Sullivan.	
"	1861.....	George W. Beardslee.	Joseph S. Browne.	"	James N. Burns.	
"	1863 ¹	Edward Dutton.	D. N. Burgoyne.	A. Stille.	"	A. O'Sullivan.
"	1864.....	Edward G. Brooke.	W. T. Woods.	"	"	"
"	1865.....	James McDaniel.	William H. Stone.	Thomas Harris.	"	"
"	1866.....	William Bosbyshell.	"	"	"	"
Oct.	1867.....	"	"	George B. Brua.	A. B. M. Thompson.	James F. Aglar.
"	1868.....	"	"	John Geekie.	Geo. Frank Gouley.	John D. Vincil.
"	1869.....	J. E. R. Miller.	"	"	"	"
"	1870.....	J. S. McElwee.	Oren Root, Jr.	"	"	C. B. Randolph.
"	1871.....	Fred. B. Young.	Wm. W. Anderson.	"	"	William H. Stone.
"	1872.....	J. A. Tyler.	John A. Dollman.	James X. Allen.	"	C. B. Randolph.
"	1873.....	William E. Whiting.	Henry C. Frost.	"	"	"
"	1874.....	T. W. Letton.	John R. Parson.	"	"	"
"	1875.....	Henry C. Frost.	"	"	"	Thomas M. Wannall.
"	1876.....	M. S. Clemmens.	Jeff. W. Bedford.	George Thorp.	"	C. B. Randolph.
"	1877.....	E. J. Nickerson.	Sol. E. Waggoner.	"	William H. Mayo.	C. J. Atkins.
"	1878.....	John A. Sloan.	Robert McCulloch.	"	"	E. J. Nickerson.
May,	1880 ¹	R. O. Carscadin.	George F. Rogers.	"	"	John R. Parson.
"	1881.....	Erwin Ellis.	H. C. Litchfield.	John W. Owen.	"	Allan McDowell.
"	1882.....	Robert Taubman.	John T. Ruffin.	"	"	John A. Sloan.

¹ No conclave in 1862 or 1879.

The Grand Commandery was incorporated under the style of "The Grand Commandery of Knights Templar and the Appendant Orders," on the petition of John D. Vincil, J. M. Fox, William H. Stone, Francis M. Tufts, William M. Rush, John Ure, D. W. Wells, William N. Loker, George Frank Gouley, William Bosbyshell, J. J. McElwee, O. Root, Jr.,

and John Geekie, by the Circuit Court of St. Louis County at the June term of 1871.

The commanderies located in St. Louis in 1882, with their officers and membership, were—

St. Louis, No. 1, William H. Dale, Eminent Commander; John T. McCoy, Recorder; one hundred and twenty-one members.

Ivanhoe, No. 8, H. L. Aldrich, Eminent Commander; R. M. L. McEwen, recorder; eighty-four members.

Ascalon, No. 16, John H. Krippen, Eminent Commander; Frederick Williamson, recorder; seventy-four members.

St. Aldemar, No. 18, William Richardson, Eminent Commander; James Bailey, recorder; eighty-one members.

COLORED FREEMASONS.—The colored people of the United States have a Masonic organization, distinct in its workings from that of other Masons of this country. Their charter was derived from York, England, in 1784, and a lodge was established in Boston. They are called "Free and Accepted Ancient York Masons." Other lodges were soon after started in Philadelphia and New York, and these three formed a Grand Lodge in Philadelphia. Lodges were formed in different parts of the country under the authority of this Grand Lodge until 1847, when delegations from different parts of the Union met in Boston and organized the national Grand Lodge. From that time the craft has prospered. The government of the order is on an independent basis, and vested in a national Grand Lodge, under which the State Grand Lodges work, and under these the subordinate lodges.

The first Grand Lodge in Missouri was established in St. Louis in 1865, with H. M. Alexander as Grand Master, and George Phillips as Junior and John Sexton as Senior Grand Wardens, though subordinate lodges had been working here under the Grand Lodge of Ohio for about twenty years. In 1869 there were seventeen lodges in Missouri, four of them in St. Louis, and also a Royal Arch Chapter (St. John's), working under the Grand Chapter of Pennsylvania, and Western Star Encampment of Sir Knights, working under authority from the Grand Encampment of Pennsylvania. In 1869 the order officiated at the laying of the cornerstone of a colored church, called Carondelet Chapel, in the then city of Carondelet. The officers of the Grand Lodge of Missouri then were—

Moses Dickinson, G. M.; William P. Brooks, D. G. M.; Francis Robertson, Sr. G. W.; William Robertson, Jr. G. W.; R. O. Smith, G. Sec.; Alexander Clark, G. Treas.

There are now about ninety lodges in Missouri, with two thousand members, while in St. Louis there are six lodges. The present Grand Lodge officers are—

Grand Master, Willis N. Brent, Boonville, Mo.; Deputy Grand Master, J. M. M. Stokes, St. Louis; Senior Grand Warden, J. C. C. Owens, Hannibal, Mo.; Junior Grand Warden, W. H. Jones, St. Joseph, Mo.; Grand Treasurer, J. J. Bruce, Brunswick, Mo.; Grand Secretary, Robert O. Smith, St. Louis; Grand

Chaplain, James Madison; Grand Lecturer, Rev. Moses Dickson, Higginville, Mo.

There are four commanderies in St. Louis, with two hundred and fifty members. In 1881 a Grand Commandery was formed by the union of the "Grand Commandery of the State of Missouri" and the "African Grand Commandery," and the following officers were elected:

R. E. G. C., Milton F. Fields, St. Louis; V. E. D. G. C., William T. Mumford, St. Louis; E. G. Gen., Wm. T. Scott, Cairo, Ill.; E. G. C. G., Richard A. Barret, St. Louis; E. G. P., J. C. C. Owens, Hannibal, Mo.; E. G. S. W., James A. Johnson, St. Louis; E. G. J. W., Edward Mitchell, Kansas City; E. G. T., John Pride, St. Louis; E. G. R., Richard H. Cole, West St. Louis.

This Grand Lodge has established an endowment fund of one thousand dollars for the heirs of deceased members, and is gathering funds to establish a Grand Lodge library.

The Colored Masonic Hall is located at 409 Washington Avenue.

MASONIC HALL.—That a building was set apart and used for Masonic purposes at an early period appears from the fact that in the *Missouri Gazette* of July 5, 1809, an account was printed of a Fourth of July dinner given "by Capt. R. Webster in Lee's Orchard, and a ball at night in the Masonic Hall." On the 15th of March, 1817, there appeared in the same paper the following advertisement of a lottery to raise funds for the erection of a Masonic Hall:

"By authority: Scheme of a lottery for building a Masonic lodge in the town of St. Louis,—

1 prize of.....	\$5000 is.....	\$5,000
2 prizes of.....	1000 ".....	2,000
10 ".....	600 ".....	6,000
20 ".....	200 ".....	4,000
25 ".....	100 ".....	2,500
200 ".....	50 ".....	10,000
310 ".....	20 ".....	6,200
1000 ".....	10 ".....	10,000
2550 ".....	6 ".....	15,300
		\$60,000

"Less than two blanks to a prize. Part of the prizes to be determinable as follows, viz.:

"1st. Drawn number on the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, and tenth day's drawing, each to be entitled to one of the above six hundred dollar prizes, payable in part by one hundred tickets, beginning with No. 7001 to No. 8000 inclusive. The first one hundred tickets for the first drawn number on the first day, and so on in regular succession for the rest. All other prizes floating. Prizes subject to a deduction of fifteen per cent., payable in sixty days after the drawing is completed.

"To be drawn three times a week, five hundred tickets each day. Tickets in the above lottery may be had at the following places, viz.: At the stores of Riddick & Pileher, Th. Hanly, Simpson & Quarles, Moses Scott, and James Kennerly, St. Louis; E. A. Elliot, Ste. Genevieve; John Jones, Mine à Breton; William Bates, Herculeaneum; at the office of Michael Jones, Esq.,

Kaskaskia; at the office of John Hay, Esq., Cahokia, and at the store of John Rochester, St. Charles.

"J. Pilcher, T. Brady, T. Douglass, D. V. Walker, T. Hanly, commissioners appointed by the Legislature for superintending the drawing of the above lottery."

This scheme does not appear to have succeeded, for we find (as elsewhere stated) that the different Masonic bodies occupied the Clark building, and afterwards that erected by Maj. Thompson Douglass on the north side of the present Elm Street, between Main and Second Streets, until 1833. In 1822 committees were appointed by Missouri Royal Arch Chapter, and Missouri Lodge, No. 1, for the purpose of procuring funds to build a Masonic Hall, but this project also appears to have been a failure.

On the 18th of October, 1849, the fourth floor of the building at the corner of Third and Chestnut Streets was dedicated to Masonic uses. The Grand Lodge was opened by the Grand Master, and a prayer was offered by the Rev. Mr. Libby, which was followed by the customary exercises of the order, during which the exordium was delivered by the Rev. Mr. Libby. Subsequently the doors were closed upon all, excepting the members of the order, and the ceremony of dedicating the hall was performed. The procession then formed on Chestnut Street, and marched through the principal streets to Concert Hall, where the ceremonies were opened by prayer offered by the Grand Chaplain of the order. An ode was then sung by the choir of the Unitarian Society, who volunteered their services for the occasion, which was followed by the delivery of the oration by Judge Ryland, the Grand Master. An ode was then sung by the choir, which was followed by the benediction.

About 1853 it was determined to erect a hall which should be in keeping with the prosperity and strength of the order, and on the 12th of February, 1853, a perpetual charter was granted to John D. Daggett, Benjamin M. Runyan, John J. Anderson, William Renshaw, Jr., Daniel G. Taylor, J. R. Barret, David C. Tuttle, Joseph Foster, and T. E. Courtney, as corporators of an association organized to carry out that object.

The first board of directors elected consisted of B. M. Runyan, T. A. Buckland, D. G. Taylor, F. Dings, John W. Luke, Thomas Richeson, John A. Brownlee, James H. McCord, and A. B. Sheder. In June, 1858, the board purchased from Mrs. Anne L. Hunt for fifty-five thousand dollars, being a deduction by Mrs. Hunt of twenty thousand dollars from its estimated value, the lot on which the present building stands, measuring one hundred and nine feet on Seventh Street, and one hundred and thirty-five feet

on Market Street. After various delays the money was secured for the purchase of the lot, and on the 30th of May, 1866, the corner-stone of the present edifice was laid by the Grand Lodge of the State. The cost of the building was about one hundred and ninety-five thousand dollars, which, with the lot, made a total cost of two hundred and forty thousand dollars.

The building was erected under the supervision of the following board of directors: Erastus Wells, president; Samuel Gaty, vice-president; William N. Loker, treasurer; Thomas Richeson, Daniel G. Taylor, John W. Luke, William H. Stone, John D. Daggett, T. A. Buckland. Much of the success of the undertaking was due to the active member of the building committee, William H. Stone, and the president, Mr. Wells.

The building stands on the northwest corner of Seventh and Market Streets. The front on the latter street is one hundred and thirty-five feet, and on Seventh eighty-four feet. It is four stories high, measuring ninety-six feet from the line of the sidewalk to the cornice. The general architectural design is after the Florentine Italian style. It is not heavily ornamented, but plain and substantial, and is built of Joliet marble, nearly white. Near the entrance on Seventh Street is the corner-stone of the building, on which there is the following inscription:

"To the glory of God, the Grand Architect of the Universe, to whom be all honor, praise, and glory: This foundation-stone of Freemasons' Hall was duly laid by the M. W. Grand Lodge of A. F. & A. M., May 30th, 1866, A. L. 5866. John F. Houston, M. W. Grand Master; A. O'Sullivan, G. S."

This inscription was written by the Grand Secretary, A. O'Sullivan, who was a leading spirit in the undertaking, but died before the building was completed.

The lower floor is occupied by stores; on the second floor is the office of the Grand Secretary of the State of Missouri and the library. This is a very handsomely-furnished room, and the ceiling is of unusual height. A flight of stairs leads up to a gallery on which the library cases open. There is also in this apartment a spacious fire-proof safe, for the preservation of the records of the State. One feature to be seen here are well-executed oil-paintings of the Grand Masters of the State from the time of organization. On this floor also is the audience-room or hall. It measures one hundred feet in length by sixty-five feet in width, and is twenty-two feet in height from the floor to the ceiling. Eight Corinthian columns support the ceiling, which is handsomely painted and ornamented. At the west end of the hall is a spacious stage, intended for speakers or other purposes.

The third floor of the building is mainly occupied by the three degree rooms, attached to which are various committee-rooms and small halls, intended for Masonic festivities and other purposes. The fourth floor is divided somewhat similarly to that below, but the rooms are devoted to the administration of the higher degrees. The Royal Arch Chapter chamber is on this floor, and is the most costly and splendid room, in decoration and arrangement, of its character in the building. The ceiling is vaulted and colored blue, with other hues assisting in the ornamentation.

The building was erected under the supervision and direction of James H. McClaren, architect. The building committee was composed of the following gentlemen: Erastus Wells, *ex officio*, president; W. H. Stone, secretary; Thomas Richeson, and Samuel Gaty. Committee for furnishing the halls and carpets, etc.: William H. Stone, William N. Loker, and J. W. Luke.

The building was dedicated on the 14th of October, 1868, by the Grand Lodge of Missouri, W. E. Dunscomb, Grand Master, on which occasion an oration was delivered by Thomas E. Garrett. One of the principal features of the dedication was the procession, which was organized at the Occidental Hall, Seventeenth and Market Streets. The following was the order observed:

Headed by sixteen mounted police, Capt. Kohlhund,
Boehm's Band.

St. Louis Commandery, Knights Templar.

Ivanhoe Commandery, Knights Templar.

Herwig's Band.

Lodges in following order:

No. 243, Keystone Lodge, A. F. and A. M.

No. 218, Good Hope Lodge.

No. 179, Pride of the West Lodge.

No. 167, Orient Français Lodge.

No. 163, Occidental Lodge.

No. 121, Erwin Lodge.

No. 80, Bridgeton Lodge.

No. 79, Polar Star Lodge.

No. 45, Bonhomme Lodge.

No. 40, Mount Moriah Lodge.

No. 25, Naphthali Lodge.

No. 20, St. Louis Lodge.

No. 9, George Washington Lodge.

No. 3, Beacon Lodge.

No. 2, Meridian Lodge.

No. 1, Missouri Lodge.

Band.

Grand Lodge of the State of Missouri and Grand Officers.

Carriages, judges of courts, city and county officials, City Council, etc.

Grand Marshals, Col. James Coff, N. G. Elliott.

Aids, S. B. Stanard, George Rinkel, Jr., William Freadenau,
A. W. Henry, James Denny.

After the dedication ceremonies the lodges, commanderies, etc., proceeded to Bellefontaine Cemetery

to dedicate a monument to Anthony O'Sullivan, who had recently died.¹

The chairman of the Committee on Monument, Martin Collins, delivered the monument over to the Grand Lodge and reported the work done, whereupon Mr. Garret spoke as follows:

"BRETHREN OF THE GRAND LODGE OF MISSOURI,—We stand in this city of the dead, above the mouldering remains of many with whom we have associated in life, to unveil a monument erected to the memory of Anthony O'Sullivan, one of the fathers of Masonry in Missouri. The mortal part of one whom we knew and loved as a brother rests beneath this stone. We are now about to perform the last public ceremony of respect to departed worth, and inaugurate a monument commemorative of his virtues and the position he held in life."

The Grand Master then unveiled the monument, and Thomas E. Garrett, Grand Orator, delivered a eulogy on Mr. O'Sullivan's character.

The monument is of Italian marble, sixteen feet in height, consisting of a broken column standing on a pedestal of three steps, the first step representing the working tools of an entered apprentice; second, of the fellow-craft; third, of the Master Mason. On the front is the inscription, "Erected to the memory of Anthony O'Sullivan by the Grand Chapter and the Grand Lodge of Missouri." On the east side is the seal of the Grand Lodge, and on the west different

¹ Anthony O'Sullivan was born in the county of Kerry, Ireland, on Nov. 29, 1808, emigrated to America about the year 1838, and resided in New York City one year, when he removed to New Orleans, where he was married, Jan. 30, 1841. He removed to Missouri and settled in Arrow Rock, Saline Co., March 17, 1841. He was initiated in Arrow Rock Lodge, No. 55, on May 9, 1846, and raised June 30th the same year. He was exalted a Royal Arch Mason in Boonville Chapter, No. 5, Boonville, Cooper Co., Mo., in 1849, and received the degree of Royal and Select Master in the same chapter. He was created a Knight Templar in St. Louis Commandery, No. 1, on the 1st of August, 1852, and received the degree of the Ancient and Accepted Scottish rite in the Southern jurisdiction in 1859, at a meeting called in Chicago, Ill. He was then made a 33d, and Sovereign Grand Inspector-General of Missouri and bordering States. In the year 1852 he removed to St. Louis, where he resided until 1860, when he removed to Springfield, Mo., and remained there until 1863, in which year he returned to St. Louis and remained till the close of his life. He was elected Grand Secretary of the Grand Lodge of Missouri in May, 1852; Grand Secretary of the Grand Royal Arch Chapter in April, 1854; Grand Recorder of the Grand Commandery in May, 1863; and Grand Puissant of the Grand Council in May, 1864. From the organization of the order of High Priesthood he was its secretary. All these offices he held until the day of his death. He was Grand Secretary of the Grand Lodge under fourteen Grand Masters, always re-elected with scarcely any opposition, and sometimes by acclamation. He was also Grand Lecturer of the lodge and chapter during most of these years, and the chairman of the Committee on Foreign Correspondence, in which field he particularly distinguished himself, and attracted the attention of the fraternity at large.

Masonic emblems of different degrés. A Grand Secretary's jewel is suspended at the top of the broken column. The monument stands on the Masonic lot in the cemetery.

The following were the Grand Chapter Committee on Monument: Isaiah Forbes, William E. Glenn, R. E. Anderson, and Martin Collins, from the Grand Lodge; John D. Vincel, William N. Loker, John W. Luke, and C. A. Rowley. Martin Collins acted as chairman of the committee, and John W. Luke as secretary.

On the 10th of November, 1873, the property was sold under deed of trust, the Life Association of America becoming the purchaser. The ground and building brought one hundred and twenty-seven dollars, subject to a deed of trust for one hundred and forty thousand dollars, with accrued interest amounting to about eighteen thousand dollars. The one hundred and twenty-seven dollars was only intended to cover the expenses of the sale.

The property was again sold under a deed of trust on the 28th of April, 1881, by the trustee, Calvin F. Burnes. Auctioneer Lanham announced that the sale would be subject only to a lien for two years back taxes. Joel Wood, of Wood & Lee, and Mr. Carpenter, a real estate agent, who represented the Hon. Thomas Allen, were the most active bidders. The purchasing bid of seventy-one thousand two hundred dollars was made by Mr. Wood, who bid in the property for the majority bondholders,—Messrs. Joel Wood, W. H. Lee, M. A. Rosenblatt, and Mrs. Eugene Benoist. The purchase deed was made to George H. Goddard, cashier of the Valley National Bank, and Louis Bauman, as trustees. To the cost of Masonic Hall, erected by the Masonic fraternity in 1869, had been added twenty-five thousand dollars by the Life Association of America for the erection of an additional building on Seventh Street, together with steam elevator and steam-heating apparatus. There was a first mortgage of one hundred and forty thousand dollars, for which the sale was made. The building is still used by the various Masonic organizations.

On the 22d of October, 1868, the Odd-Fellows and Freemasons of St. Louis united in laying the foundation-stone of a new hall, to be built by the United Hall Association, at the corner of Benton Street and Broadway. The building (known as Union Hall) was dedicated by the Grand Lodge of Missouri, Oct. 13, 1869, having been erected for the joint use of Masons and Odd-Fellows. It is a three-story structure, stone front; the first story rented for stores and the second for offices, the hall and three ante-rooms

being located in the third story. The dimensions of the hall are: Length, ninety feet; width, forty feet; height, twenty-two feet; and its cost, fifty thousand dollars. The lodges of the Independent Order of Odd-Fellows first using it were the Schiller and the Wingenund Lodges and the Mound City Encampment.

The lodges of Masons which met in it were Beacon, No. 3; Aurora, No. 267; and Bellefontaine Chapter, Royal Arch, No. 25.

The officers and directors of the Union Hall Association, which erected the building, were Joseph W. Branch, president; George H. Rice, vice-president; John Balmann, secretary; Directors, John H. Marquard, Philip Stremmel, W. K. Patrick, John Colonus, H. W. Coppleman, and Frank Wilmyer.

Independent Order of Odd-Fellows.—The first lodge of the Independent Order of Odd-Fellows in St. Louis was established on the 3d of June, 1835, under a warrant granted by the Grand Lodge of the United States at its session held in Baltimore in September, 1834. There were seven petitioners for the warrant, made up from transient brethren of the order then residing in and about St. Louis. One of them was from London, England; two from Louisville, Ky.; three from Pittsburgh, Pa.; and one from Baltimore, Md. By the time the lodge was organized all these petitioners, except the first named, had disappeared and others were substituted. The commission to institute the lodge was committed to Samuel L. Miller,¹ a member of Harmony Lodge, No. 3, of Baltimore, who was about to remove to Alton, Ill.

Considerable delay occurred in finding a sufficient number of members of the order to supply the number of five requisite to constitute the lodge. This was not effected until June 3, 1835, when he instituted the lodge under the name of Traveler's Rest Lodge, No. 1. The original members were Thomas Maxwell, Henry Woolford (afterwards of Louisville, Ky.), William Pickett, John F. Nagle, George B. O'Connor, Matthias Obert, and Joseph Lespie. The place of the first meeting was in a small house situated on the

¹ Samuel L. Miller settled in Madison County, Ill., in 1835, and lived there until his death, July 25, 1879. He became an Odd-Fellow in 1830, joining Harmony Lodge, No. 3, Baltimore, Md., and in 1836 became a charter member of Western Star Lodge, at Alton, Ill. At the time of his death he was doubtless the oldest Odd-Fellow in the West. He instituted the first Odd-Fellow's Lodge west of the Mississippi, and lived to see three hundred and thirty-one lodges in Missouri, and sixteen hundred lodges west of the "Father of Waters," with a membership of eighty thousand, comprising fully one-sixth of all the Odd-Fellows in the world.

north side of Olive Street, between Main and Second. A lodge-room was then fitted up on the east side of Main Street, between Olive and Locust, and in this room the lodge met for the first time on the first Saturday in June. At this meeting eight were added to the membership by initiation, and at the next meeting fourteen were initiated. The first officers of the lodge were Samuel L. Miller, N. G.; Thomas Maxwell, V. G.; B. B. Brown, Sec. and Treas. The place of meeting was changed in 1836 to the hall over the Central Engine House, south side of Chestnut Street, between Third and Fourth. Here the lodge continued to meet for about three years, and then moved to the southwest corner of Main and Olive Streets, over the book-store of J. C. Dinnies & Co.

The first public display of Odd-Fellows in St. Louis took place on the Fourth of July, 1836. After marching through the principal streets of the city in regalia, with emblems and music, the lodge proceeded to the Methodist Episcopal Church on the corner of Fourth Street and Washington Avenue, where an address was delivered by Col. Charles Keemle. An original ode, composed by Lewis T. Thomas, was sung on this occasion, and the celebration closed with a banquet. During the first year of its existence in St. Louis the order had increased to one hundred and fifteen members, and during the second year there was a small increase over this number.

In December, 1836, some of the members of Travelers' Lodge met to petition for a new lodge. John W. Paulding presided, and Charles Keemle, a well-known editor, was secretary. Their petition was signed by J. W. Paulding, Charles Keemle, Henry Lynde Sproat, Thomas S. Tucker, P. T. McSherry, B. B. Brown, W. D. Marrigan, Robert Allen, A. J. Corney, and Charles Soule. The request was granted by the Grand Lodge of 1837. In June, 1838, St. Louis had the honor of a visit from Thomas Wildey, the founder of the order. On June 12th he instituted Wildey Lodge, No. 2, with the following charter members: Charles Keemle, W. D. Marrigan, A. T. Corney, P. T. McSherry, B. B. Brown, Robert Allen, Charles Soule, and Thomas S. Tucker.

The original officers were—

Noble Grand, Robert Cathcart; Vice Grand, Benjamin F. McKinney; Secretary, Robert Breeze; Treasurer, Harris L. Sproat.

Among the early members of the lodge were William Blackburn, afterwards the second Grand Master of the State; William S. Stewart, third Grand Master, and later a prominent member of the Sons of Temperance; and Charles Pickering and Thomas M. Warrall. John Dawson, who subsequently became the

first Grand Master, was book-keeper of both lodges. Within the first year the lodge had fifty-two members.

On June 13, 1838, the Grand Lodge of Missouri, composed of the past officers of the two lodges, was instituted by P. G. Sire Wildey, and the following were the first officers of that body: John Dawson, Grand Master; William Blackburn, Deputy Grand Master; Robert Catchcart, Grand Secretary; Benjamin M. Backensto, Grand Treasurer; William Metcalf, Grand Warden; Nimrod Snyder, Grand Conductor; William S. Stewart, Grand Chaplain.

At the close of the year 1839 the Grand Secretary reported to the Grand Lodge of the United States that during the previous year there had been seventy-five initiations, and that the membership was one hundred and ninety-nine in the two lodges in Missouri.

The room for holding lodge-meetings was in the following year changed to quarters in the buildings on the east side of Main Street, between Vine Street and Washington Avenue. On Nov. 30, 1838, a charter was granted for a degree lodge, and July 26, 1840, a new lodge was chartered in St. Louis,—Germania Lodge, No. 3. On Aug. 29, 1840, the first lodge outside of St. Louis was chartered—Far West Lodge, No. 4—at Boonville. This year closed the first five years of the order in Missouri, and there were four lodges, with a membership of two hundred and sixty-one.

In May, 1841, a charter was asked for St. Louis Lodge, No. 5, but the lodge does not appear to have been organized immediately, for at the Grand Lodge session of June 30, 1841, four lodges were reported in the jurisdiction, namely: No. 1, with seventy-six members; No. 2, sixty-eight; No. 3, fifty-five; No. 4, thirty-two; total, two hundred and thirty-one members.

On the 1st of January, 1841, the Odd-Fellows of St. Louis held a celebration, consisting of a procession and ceremonies at the lodge. The route of the procession was from the lodge-room down Main Street to Elm, up Elm Street to Second, up Second to Market, up Market to Fourth, and up Fourth Street to the Methodist Church, where, after the rendering of an Odd-Fellows' hymn and ode and prayer, an oration was delivered by the Rev. Mr. Maffitt. An anthem was then sung and benediction pronounced, after which the procession returned to the lodge. The officers of the celebration were R. Cathcart, chief marshal; Committee of Arrangements, Benjamin F. McKinney, Louis T. Lebeaume, Jacob Smith, E. H. Shepard, B. M. Backensto, Esrom Owens, Robert Cathcart.

On Dec. 12, 1842, Western Light Lodge, No. 6,

at Weston, was organized, and at this time the six lodges established in Missouri numbered three hundred and twenty-six members.

On April 26, 1843, the city lodges had a public parade in celebration of the anniversary of the founding of the order, and the Rev. J. H. Linn delivered an address.

On the 22d of February, 1843, the Legislature passed an act to charter the Grand Lodge. The list of incorporators embraced the names of Thomas B. Hudson, William S. Stewart, Louis T. Lebeaume, Gerard B. Allen, William H. Remington, Warren C. Corley, Robert Cathcart, W. M. McPherson, B. F. McKinney, William Blackburn, William Childs, and others.

In 1844 four more lodges were instituted in the State, one each at Lexington, Fayette, St. Louis, and Hannibal. In the succeeding year three lodges were organized, one each at Platte City, Weston, and Savannah. The end of this year was the close of the first decade of the order in Missouri. The one lodge had increased to fourteen, and the five original members to six hundred and sixty-six, and the outlook was hopeful and encouraging. In the next ten years there was an increase of seventy-three lodges, making in all eighty-seven lodges, with an aggregate membership of three thousand four hundred and nineteen. The total revenue, exclusive of interest on investments, was \$238,664.01. The amount paid out for relief was \$70,054.30.

On the 28th of April, 1843, the Grand Lodge began to agitate for the building of a new hall in St. Louis, and subscriptions were made by the lodges in the city. On the 28th of July, the same year, the committee was instructed to purchase a lot, forty by eighty feet, on the northwest corner of Fourth and Locust Streets, which was offered at ninety dollars per foot. About the same time Col. John O'Fallon, in order to forward the enterprise, gave the order a valuable lot on Seventh Street. It remained in possession of the Grand Lodge, and a source of considerable income for more than twenty years.¹

It was not, however, until the 10th of May, 1844, that it was deemed prudent to begin the building of the new hall. On that day the building committee advertised for proposals, and in August they were authorized to make a loan of five thousand dollars. The work then progressed rapidly, and on the 26th of April, 1845 (the anniversary of the order), the corner-

stone of the edifice was laid with appropriate ceremonies. There was a grand procession, and the Rev. Mr. Chamberlain, the Presbyterian minister at St. Charles, delivered an address.

The hall was dedicated on the 27th of October, 1846. At nine o'clock the members of the order, in full regalia, assembled in the hall to receive a banner made by Mrs. Anna Maria Evans, and presented by the ladies of Centenary Church. The presentation was made on behalf of the donors by Hon. John Hogan, a well-known citizen of St. Louis, and the banner was received by Dr. John S. Moore. The ceremony having ended, the order, headed by Korpny's Band, moved up Fourth Street in procession to Morgan Street, and thence down Fifth Street to Centenary Church, where the exercises consisted of prayer and reading of the Scriptures by Rev. Mr. Pollock, the singing of an ode composed for the occasion, and an oration by Rev. Charles B. Parsons. Several national airs were then executed by the band, and the benediction was pronounced. After leaving the church the procession passed down Fifth Street to Myrtle, thence to Fourth Street, and up Fourth Street to the hall, where, in the presence of the members of the Grand Lodge, in secret conclave, the ceremonies of the dedication, performed by Elihu H. Shepard, Grand Master, took place. The new hall was situated at the corner of Fourth and Locust Streets, and formed the southern termination of "that fine block of buildings known as Glasgow's row," occupying that side of the square for its entire length. This was the loftiest block in the city at the time, and "the new temple," we are told, "towering as it does above the roofs of the adjoining structures, presents a prominent object in approaching the city, alike imposing and ornamental." The dimensions of the building were forty feet front on Fourth Street by eighty feet on Locust, and the extreme altitude from the pavement to the peak of the pediment was eighty-five feet. The order of architecture of the external edifice was Corinthian from the Temple of Tivoli, at Rome. The basement of the superstructure was about fifteen feet in height, and was constituted in front of stone-work neatly ornamented. The hall proper was two stories high, the walls strengthened by pilasters and ornamented with raised paneling in masonry, and the whole surmounted by a lofty attic rising above a heavy cornice. The window ledges and caps were of stone neatly sculptured, and the façade presented four pilasters ornamented with raised panels and surmounted by appropriate entablatures. In the centre, upon a stone tablet, was sculptured "Odd-Fellows' Hall," while upon the right and left on other tablets were inscribed

¹ On the 8th of August, 1843, a charter was granted to Covenant Lodge, No. 7, at Warsaw; and Nov. 15, 1844, Missouri Lodge, No. 11 (the fifth lodge in St. Louis), was chartered.

"Instituted June 13, 1838," and "Incorporated Feb. 2, 1843."

On one of the walls were engraved in gold the words, "We command you to visit the sick, relieve the distressed," and on the other, likewise in gold, was the injunction, "Bury the dead, and educate the orphan."

The basement was leased by S. Rimmer for a confectionery establishment, known as the "Washington Saloon," and the second story was leased for a term of years to Monsieur Korpony, dancing-master, as a ball- and concert-room.

The third story was divided into three apartments, one of which was designed for a library and reading-room for the order, and the other for the meetings of the Grand Lodge of Missouri and the Encampment. In the fourth story was a large hall for the accommodation of the six subordinate lodges in St. Louis, one of which could assemble here each night of the week.

The cost of the building and lot was about nineteen thousand dollars. The erection of the hall was largely due to the energy of Gerard B. Allen, and it required much persistent work to push the project through, for when the agitation commenced there were but four lodges in the city, with only two hundred and sixty-three members, and most of these were poor. The building was a large and convenient one, and was a credit to the order and an ornament to the city. On the 31st of March, 1863, it was injured by fire. The upper portion was burned, and six lodges lost their charters. The damage was so great that the walls were taken down and the present building was erected, entailing a cost of \$33,557.94 for rebuilding and re-furnishing. The new edifice was occupied July 1, 1864.

In recognition of his labors in inaugurating this great work, Mr. Allen, who is still a leading and honored citizen of St. Louis, was in 1845 elected Grand Master, a position he held uninterruptedly for seventeen years.

Later lodges in St. Louis were organized as follows: Excelsior Lodge, No. 18, Sept. 9, 1846; Laclède Lodge, No. 22, May 4, 1847; Washington Lodge, No. 24, in South St. Louis, May 22, 1847; Wingenund Lodge, No. 27, Sept. 29, 1847.

During the fearful visitation of cholera in 1849 the order vindicated its claim to be considered one of the great philanthropic institutions of the city, and its members were foremost in performing the deeds of mercy which the appalling occasion demanded. Many of its members were stricken down, among them the Rev. Alexander Van Court, the gifted pastor of the Central Presbyterian Church, a true Odd-Fellow, and

a gentleman of whom the most fragrant recollections are still cherished.

The Encampment Branch of the order in St. Louis dates from 1838, Wildey Encampment, No. 1, having been organized in that year.

On the 21st of October, 1853, Goethe Lodge, No. 59, of St. Louis, was chartered.

In 1849 the order celebrated at several central points in the State the fortieth anniversary of American Odd-Fellowship. At St. Louis an imposing pageant was presented by the order, and the oration was delivered by Past Grand Representative Hon. Schuyler Colfax, of Indiana.

In 1856 the order in St. Louis purchased a large lot in Bellefontaine Cemetery, some three hundred feet in diameter, for the burial of members of the order who might die in the city while visiting it. This lot is under the supervision of a joint relief committee of the lodges in St. Louis, whose duty it is to attend to the sick brethren from other towns who are taken sick in St. Louis, and bury them should they die.

The order in Missouri continued to prosper with unabated progress until the breaking out of the civil war. At the close of the year 1860 there had been organized one hundred and forty-eight lodges, with a membership of four thousand eight hundred and eighty, being an increase in five years of sixty-one lodges and one thousand four hundred and sixty-one members. In the succeeding four years no progress was made.

Many of the lodges were broken up and the members dispersed. Their lodge-rooms were burnt or were otherwise ruined, or were taken possession of by troops of the contending sides, and their papers were burned or lost. Some idea of the depression which resulted may be obtained from the fact that in 1863 there were only one hundred and thirty-eight initiations in the whole State. At the beginning of 1860 there were one hundred and thirty lodges in Missouri, with four thousand nine hundred and eighteen members; in 1864 there were but sixty-two that made returns, and only seventy-five that were regarded as in existence, with a nominal membership of two thousand six hundred and twenty-three. The war does not appear to have affected the St. Louis lodges to as great an extent. In 1860 there were eighteen lodges in the city and one at Bridgeton, with seventeen hundred and sixty-six members, and in 1864 there was but one less, and the membership was thirteen hundred and sixty-three.

Upon the conclusion of peace the order began to revive and to recover the ground lost during the war.

The Grand Sire, the national head of the order, was Isaac M. Veitch, a resident of St. Louis, and as soon as hostilities had ceased he issued a proclamation inviting the lodges in the troubled districts to put themselves at once into affiliation with the order, and assuring them of a fraternal greeting. The proclamation closed with the "hope that our brotherhood may come forth from the severe ordeal to which it has been subjected unscathed and reinvigorated by its trials, and that its great heart may ever vibrate in unison with the teachings of charity."

The year 1865 completed the third decade of Odd-Fellowship in Missouri. In the period of thirty years of its existence one hundred and forty-eight lodges had been chartered, the initiations footed up to 9955, and the remaining membership was 3915. The total receipts of lodges, not counting interest on investments, was \$468,904.12. The amount paid out for benefits and relief to members was \$101,810.73, and the amount of investments \$88,879.65.

In 1867 was begun an agitation for a new hall, the present building being insufficient for the demands constantly made upon it. There were then in St. Louis nineteen lodges, with 1938 members. In 1871 a Grand Lodge committee reported having bought a lot at the southwest corner of Ninth and Olive Streets, fronting one hundred and twenty-seven and a half feet on Olive and eighty-six and two-thirds feet on Ninth. It was proposed to build thereon a splendid Odd-Fellows' Temple, but for various reasons the idea has not been carried out, although it is still the purpose to do so at some future time. Most of the stock for the enterprise has been taken. It is held by lodges No. 1, 2, 3, 5, 11, and 18, and Wildey Encampment, No. 1.

In 1868 the lodges in St. Louis established an Odd-Fellows' Library, which was endowed in 1871 by the Grand Lodge, which appropriated three hundred dollars yearly, and assessed each member fifty cents a year and each person initiated the same amount. The yearly revenues of the library are now nine hundred and seventy-seven dollars. There are three thousand three hundred and fifty-five books on the shelves, and the institution is governed by representatives from the several St. Louis lodges. The library officers for the current year are: Chairman, M. C. Libby; Secretary, M. Hoffman; Treasurer, J. H. Crane; Librarian, J. J. Archer.

This library is well patronized by Odd-Fellows, Daughters of Rebekah, and their families, and is one of the most useful institutions of the kind in the city.

On the 4th of October, 1869, Union Hall, corner of Broadway and Benton Streets, was dedicated with

the usual ceremonies by the Odd-Fellows of St. Louis. After the rendering of several musical selections and the singing of hymns, an oration was delivered by Charles G. Manro, P. G. M., followed by an oration in German by C. Evers, D.D., G. M., and the presentation of a banner by the Rebekah Society of Schiller Lodge.¹

The celebration of the Semi-Centennial of American Odd-Fellowship was very generally observed throughout Missouri on the 26th of April, 1869. At St. Louis the celebration was worthy of the occasion. Six lodges and encampments joined in the procession, composed of three thousand five hundred members in regalia. The city presented a holiday aspect, as the result of the mayor's proclamation suspending business. The exercises were at Jackson Place Rink, and the address was delivered by Hon. William Wallace, of Indiana. A large social gathering of the order and their families took place at the Southern Hotel in the evening.

The following table will show (in addition to other important particulars) the amounts expended for relief in 1881-82:

NAME AND NUMBER.	Relief Paid.	Money in Treasury.	Investments.	Membership.
Travelers' Rest, No. 1.....	\$535.00	\$224.63	\$9,199.99	80
Wildey, No. 2.....	266.00	.....	24,631.29	77
Germania, No. 3.....	2,308.75	113.14	8,180.00	201
St. Louis, No. 5.....	3,522.20	152.40	78,858.82	274
Missouri, No. 11.....	856.25	473.13	15,160.00	217
Excelsior, No. 18.....	350.00	157.67	15,660.00	60
Laclede, No. 22.....	440.00	720.37	300.00	103
Washington, No. 24.....	883.00	251.58	3,300.00	133
Wingennund, No. 27.....	360.00	1,203.25	1,000.00	90
Goethe, No. 59.....	1,594.50	.....	4,000.00	97
Bellefontaine, No. 73.....	649.65	853.15	.....	115
Schiller, No. 89.....	1,255.50	1,034.38	8,700.00	191
De Soto, No. 90.....	273.00	99.10	400.00	45
Golden Rule, No. 109.....	2,154.90	492.55	4,891.00	163
Carondelet, No. 114.....	1,082.70	387.90	1,265.00	119
Jefferson, No. 119.....	254.00	1,191.75	1,375.60	80
Concordia, No. 128.....	1,360.40	163.35	2,380.00	132
Pride of the West, No. 138.....	1,175.55	268.20	2,000.00	138
Home, No. 158.....	317.45	188.86	300.00	59
Cosmos, No. 196.....	91.00	1,274.40	.....	47
Keystone, No. 214.....	308.65	648.20	500.00	46
Benton, No. 275.....	1,115.65	261.15	1,950.00	86
Mound City, No. 276.....	560.80	106.80	1,100.00	103
Summit, No. 277.....	316.65	285.00	1,100.00	71
Aurora, No. 298.....	254.00	871.85	500.00	65
Anchor, No. 322.....	69.00	479.50	1,509.50	98
Arcadian, No. 332.....	101.50	448.70	200.00	51
Centennial, No. 352.....	406.00	247.80	150.00	32
Harmonie, No. 353.....	374.00	624.95	1,400.00	93
Templar, No. 388.....	181.00	372.30	800.00	88
Mechanics, No. 419*.....	.....	.....	.....	13
Total.....	\$23,417.15	\$13,536.26	\$190,811.20	3157

* Instituted in 1881.

This does not, however, embrace all the relief afforded, for in St. Louis the various lodges are required to contribute to the maintenance of a board of relief, which cares for the wants of indigent Odd-Fellows, and yearly disburses a considerable sum.

¹ The Odd-Fellows' Hall at Elleardsville was dedicated Jan. 7, 1875.

As previously stated, the order owns a handsome lot in Bellefontaine cemetery, where homeless and friendless Odd-Fellows are buried. In May, 1881, the lodges in Carondelet (South St. Louis) dedicated a beautiful "Odd-Fellows' Cemetery," which is managed by the South St. Louis Odd-Fellows' Cemetery Association. But the glory of Odd-Fellowship is in its care for the suffering living, and in this respect the Odd-Fellows of St. Louis have not been behind any in the land.

The Odd-Fellows of Missouri have also been prompt to respond liberally to appeals for aid from abroad. In 1871 occurred the memorable conflagration in Chicago, Ill., and the order in Missouri evinced their ready liberality by substantial aid to the sufferers in large contributions of money. In 1874 the city of Memphis, Tenn., was devastated by the yellow fever, and in response to the appeal of the Grand Master of Missouri the lodges in the State contributed several thousand dollars for the relief of that city.

The lodges in St. Louis have been remarkably vigorous; not a single one that has ever been organized has been obliged to disband, and there is, it is thought, but one instance where a suspension has ever taken place, and that was but temporary.

During the forty-seven years of the order in Missouri there have been organized 426 lodges, with a present membership of 15,200. The initiations were 48,413; lodge revenue, \$2,066,136.38; number of brothers relieved, 21,654; number of widowed families relieved, 6183; total amount of relief paid, \$173,030.10.

In January, 1881, the lodges in the jurisdiction received a new impetus through the new ritual, new work, etc., which involved a reduction of degrees, and since then the order in this jurisdiction has greatly flourished. There are 351 lodges in Missouri, with a revenue in 1881-82 of \$104,135.65, and \$67,315.82 in the treasury, and \$368,859.10 in investments. During the year \$44,537.15 was paid in the relief of families, sick benefits, education of orphans, and burial of the dead. The present grand officers (1882-83) are—

M. W. G. M., T. B. Gannaway, Paris; R. W. Dep. G. M., C. D. Lucas, Kansas City; R. W. G. W., Henry Cadle, Princeton; R. W. G. Sec., E. M. Sloan, St. Louis; R. W. G. Treas., W. H. Thompson, St. Louis; R. W. G. Rep., James A. Price, Weston; R. W. G. Rep., W. H. Woodward, St. Louis; W. G. Chap., Rev. H. J. La Tour, Rockport; W. G. Marshal, J. T. Johnston, Clarkton; W. G. C., A. A. Wheeler, Miami; W. G. G., W. J. Missemer, St. Joseph; W. G. II., Charles Mulford, St. Louis; G. Lee., George C. Brown, Paris.

The subordinate lodges of St. Louis, with the list of officers of each, for 1881-82 were—

Traveler's Rest, No. 1.—A. G. Lawrence, N. G.; Guido D'Oench, V. G.; Samuel Hemingway, Sec.; William Bryan, Per. Sec.; W. P. Gettys, Treas.

Willey, No. 2.—C. W. Fitch, N. G.; Lewis C. Lane, V. G.; Charles E. Branson, Sec.; Charles Mulford, Per. Sec.; B. Van Blarcom, Treas.

Germany, No. 3.—D. Hasekamp, N. G.; W. H. Henselmeyer, V. G.; F. Rose, Sec.; W. H. Sabbath, Per. Sec.; B. Rohde, Treas.

St. Louis, No. 5.—H. A. Barmeier, N. G.; J. J. W. Thursby, V. G.; Thomas W. Curley, Sec.; John R. Williams, Per. Sec.; William B. May, Treas.

Missouri, No. 11.—S. D. Conway, N. G.; Frank H. Meiser, V. G.; John Yerkes, Sec.; W. A. Hequembourg, Per. Sec.; Samuel R. Fairchild, Treas.

Excelsior, No. 18.—George W. Baumhogg, N. G.; William Bauer, V. G.; Robert L. Little, Sec.; Paul H. Bierman, Per. Sec.; David W. Sadler, Treas.

Laclede, No. 22.—Thomas H. Woody, N. G.; Cyrus Hall, V. G.; Conrad Farner, Sec.; P. C. Egan, Per. Sec.; J. A. J. Arnold, Treas.

Washington, No. 24.—M. E. Williamson, N. G.; Henry Walther, V. G.; John Nolde, Sec.; Otto Kung, Per. Sec.; John Deiningger, Treas.

Wingenund, No. 27.—Frederick Packard, N. G.; Alexander Gillespie, V. G.; Thomas M. Grayson, Sec.; J. D. Shields, Per. Sec.; J. M. Bixler, Treas.

Goethe, No. 59.—Frederich Herkert, N. G.; Edward Kaub, V. G.; Henry Norris, Sec.; Franz Krein, Treas.

Bellefontaine, No. 73.—J. T. Bagot, N. G.; George H. Ellis, V. G.; Joseph Simpson, Sec.; E. F. Smith, Per. Sec.; George Platt, Treas.

Schiller, No. 89.—John Stegmann, N. G.; Jacob Goeres, V. G.; William Friedrichs, Sec.; John Colonius, Per. Sec.; Justus Teuteberg, Treas.

De Soto, No. 90.—Paul Ertelt, N. G.; Adam Heinselmann, V. G.; J. L. Botticher, Sec.; Fred. Kramm, Per. Sec.; John Devoto, Treas.

Carondelet, No. 114.—David Hughes, N. G.; Alexander McKay, V. G.; John Gausmann, Sec.; Matthew Leen, Per. Sec.; W. S. Patriek, Treas.

Jefferson, No. 119.—Charles Meyer, N. G.; Fred. Bieger, V. G.; Emil Simon, Sec.; J. W. Linhardt, Per. Sec.; George Vogler, Treas.

Concordia, No. 128.—Max Brunjes, N. G.; Henry Engelking, V. G.; J. Herold, Sec.; Gustav Kunsemuller, Per. Sec.; John Olferrmann, Treas.

Pride of the West, No. 138.—George Bobb, N. G.; August Krackauer, V. G.; William Seimens, Sec.; E. W. Evert, Per. Sec.; Fridolin Spraul, Treas.

Home, No. 158.—M. Keating, N. G.; W. M. Smith, V. G.; Benjamin Hurl, Sec.; James P. McKay, Per. Sec.; J. Ruppenthal, Treas.

Cosmos, No. 196.—J. J. Ehrhardt, N. G.; F. M. Easterday, V. G.; Richard Jones, Sec.; J. G. R. Wintermann, Per. Sec.; M. Hoffmann, Treas.

Benton, No. 275.—Herman Hover, N. G.; Louis Ost, V. G.; C. C. Goedde, Sec.; Nicholas Berg, Per. Sec.; Charles Reinhardt, Treas.

Mound City, No. 276.—Edwin S. Pike, N. G.; J. T. Even, V. G.; F. A. Kelber, Sec.; William C. McCormack, Per. Sec.; Charles E. Wulfert, Treas.

Summit, No. 277.—Robert Vernell, N. G.; Joseph Heine, V. G.; W. K. Hoffman, Sec.; Thomas Moore, Per. Sec.; Christopher Ehlen, Treas.

Anchor, No. 322.—John Reed, N. G.; John F. Pierson, V. G.;

Philip Schnurr, Sec.; J. W. Chapman, Per. Sec.; Alexander Kilpatrick, Treas.

Arcadian, No. 332.—John Green, N. G.; Henry Bréemer, V. G.; John T. Boles, Sec.; John T. Bell, Per. Sec.; George W. Otto, Treas.

Harmonie, No. 353.—John Schmid, N. G.; U. Harder, V. G.; F. J. Wimmer, Sec.; F. C. Wolpert, Per. Sec.; J. C. Schulte, Treas.

Templar, No. 388.—F. W. Doering, N. G.; C. C. Fouke, V. G.; W. J. Metzgar, Sec.; Charles Becke, Per. Sec.; J. J. Krehor, Treas.

There are also in St. Louis four degree lodges of the Daughters of Rebekah,—Naomi, No. 2, eighty-one members; Faith, No. 29 (South St. Louis); Lily of the West, No. 32, thirty-one members; Martha Washington, No. 45, eighty-six members. There are twenty-six Rebekah Lodges in the State, with one hundred and eighty-eight members. This feature of the order has not prospered in this jurisdiction as in others, and the Grand Lodge of 1882 directed that no more lodges of the kind be authorized.

There are also in St. Louis six encampments, a branch of the order quite independent of the Grand Lodge, and established for the conferring of the "Sublime Degrees." These are as follows:

Name and Number.	Membership.
Willey, No. 1.....	108
St. Louis, No. 13.....	32
Washington, No. 18.....	58
Mound City, No. 19.....	65
Missouri, No. 59.....	27
Carondelet, No. 64.....	38
Total.....	328

The first encampment (Willey, No. 1, of St. Louis) was instituted, as heretofore stated, by Mr. Willey, in June, 1838; the second (Frontier Encampment, at Weston) in 1844. In 1845 a Grand Encampment was authorized, and the same was instituted Feb. 25, 1846. There are seventy-seven encampments in Missouri, with nineteen hundred and thirty-nine contributing members.

The headquarters of the Grand Encampment are in St. Louis, and the officers are—

M. W. G. P., G. D. Gray, Glenwood; M. E. G. P., Lewis L. Allen, Peirce City; R. W. G. S. W., A. J. Blackford, Clinton; R. W. G. S., C. C. Archer, St. Louis; R. W. G. Treas., M. C. Libby, St. Louis; R. W. G. J. W., H. H. Noland, Independence; R. W. G. Rep., J. C. Herms, Neosho; R. W. G. Rep., D. A. Shepherd, Brookfield; W. G. M., D. A. Smith, Carthage; W. G. I. S., John H. Biggs, Canton; W. G. O. S., Charles A. Link, St. Louis.

The Odd-Fellows' Mutual Aid Association of Missouri is an institution organized under the laws of the State, to afford members of the order safe and cheap insurance. It has about two thousand five hundred members.

Colored Odd-Fellows.—There is also extant in St. Louis an order of colored Odd-Fellows, with several lodges.

Independent Order of Good Fellows is a German beneficiary society, whose origin is involved in doubt, and which is supposed to have taken root in St. Louis in 1852. There are ten lodges in the city.

The Maccabees.—This order originated in London, Ontario, several years ago, and had several flourishing tents in St. Louis. Dissensions in the order caused a falling off, and now there are but one or two tents in the city.

The Iron Hall, a beneficiary secret order, originated in Indianapolis in April, 1881. There are several branches in St. Louis.

The Ancient Order of Druids originated in London, England, in 1771, and was introduced in this country by Thomas Wildey, the father of American Odd-Fellowship. The first grove in the West was organized at St. Louis, Sept. 11, 1848, by William Gebhardt, who had been a member in New York. It was called "Missouri Grove, No. 1," and the charter members were William Gebhardt, Philip Censor, Jacob Kothengatter, K. Pfennig, and Ch. Lohmann. This grove is still alive and vigorous. Among its earliest members, and probably the only one now living, was Philip Stremmel, then a leading German, and since prominent in public affairs. On the 9th of April, 1849, Herr Stremmel and a few others instituted "Teutonia Grove, No. 2." The objects of the order were of a social and benevolent character.

The next grove to organize was "United Brothers Grove, No. 3," and Aug. 17, 1850, delegates from these three groves assembled and instituted the Grand Grove of Missouri.

The order grew slowly. It met with much opposition, chiefly because, being secret, its objects were not understood. Some writer in the *Herald des Glaubens* attacked the order, and provoked a vigorous reply in a paper published at Belleville, Ill. The groves were in the habit of appearing in regalia and burying their dead members. Such a proceeding had never been known in St. Louis before, and caused considerable comment. Finally the opposition ceased, and the progress of the order was more rapid and satisfactory. In 1855 it was strong enough to undertake the erection of a hall. Stock was subscribed by the respective groves, and much interest was manifested. At a meeting held on the 15th of April, 1857, the Druids' Hall Association was organized, and on the 4th of May following the first election of directors was held at the hall corner of Second and Spruce Streets. On May 11th the board of directors elected

the following officers: John Keil, president; Louis Frey, vice-president; Frederick Spies, secretary; H. H. Freese, treasurer. On the 11th of June the shareholders voted to purchase from John Simonds the lot on the southeast corner of Ninth and Market Streets for twenty-one thousand dollars, and the purchase was ratified on the 1st of July, 1857. On the 29th of January, 1858, it was decided to erect a three-story building, to be used as a meeting hall for the different groves, and work was accordingly commenced, and the structure finished.

On the 5th of December, 1875, the board of directors resolved to build a new hall, the cost of which should not exceed fifty thousand dollars. The cornerstone of this structure was laid on the 17th of September, 1876. The officers of the association at the time were Henry Ziegenheim, president; E. H. Kortkamp, vice-president; Nicholas Berg, secretary; William Hahn, treasurer. The building committee consisted of Aug. Bohn, H. Heitman, and Hermann Holzgrebe. Louis Kledus was the architect and superintendent.

The building was completed and dedicated Dec. 16, 1877. It has a front of forty-three and one-half feet on Market, and one hundred and forty and one-half feet on Ninth Street, and is a stately structure of brick, four stories high, costing sixty thousand dollars, a splendid monument to the enterprise of the Druids of St. Louis.

Up to the commencement of the war the order continued to prosper, its membership being at one time two thousand three hundred; but the war scattered the members, and many of them fought and died in that conflict. Since the war the progress has been steady, but the former prosperity has not as yet returned. At present there are in existence the following groves:

Name and Number.	Members.
Missouri, No. 1.....	48
Teutonia, No. 2.....	78
United Brothers, No. 3.....	74
George Washington, No. 6.....	36
Western, No. 7.....	49
St. Louis, No. 8.....	51
Laclede, No. 9.....	71
Franklin, No. 10.....	82
Excelsior, No. 11.....	70
Concordia, No. 12.....	38
De Soto, No. 14.....	44
Jackson, No. 15.....	127
Jefferson, No. 17.....	58
Union, No. 20.....	62
Schiller, No. 24.....	49
Lincoln, No. 26.....	44
Walhalla, No. 28.....	107
Oak, No. 30.....	53
Lessing, No. 31.....	43
Canton, No. 36.....	23
South St. Joseph, No. 37.....	29
Total.....	1236

The present officers of the Grand Grove are—

N. G. A., Henry Duve, St. Joseph; D. G. A., P. Schaffmitt, St. Louis; G. S., Henry Grupe, St. Louis; G. T., H. Ziegenheim, St. Louis; G. G., J. Rueger, St. Louis; G. M., H. Koelbeck, St. Louis; G. II., J. W. Wirth, Kansas City.

The present officers of Druids' Hall Association are—

President, E. F. Rethwilen; Vice-President, H. Ruppelt; Secretary, Henry Grupe; Treasurer, W. Hahn.

During the past year the order relieved one hundred and ninety-seven sick members, and paid them \$4992.70 in benefits. During the same period \$19,993.10 was paid to widows and orphans of deceased members. The groves have a capital of \$37,626.50, besides owning Druids' Hall, which cost \$60,000.

Knights of Pythias.—This order was established at Washington, D. C., in 1864. The first lodge in Missouri was instituted at Kansas City, May 5, 1870. The second was instituted at St. Louis May 7, 1870, by I. Q. Cross, P. C., and the charter members were J. Sare, R. S. Wallington, R. C. Silence, Joseph Schiller, Casper Brenner, John H. Weder, Samuel J. Ruoff, C. B. Vail, and Patrick Maher. The Grand Lodge of Missouri was instituted at St. Louis, July 7, 1871, seven lodges participating. Samuel Reed, Supreme Chancellor, was the instituting officer. W. H. H. Russell, a prominent lawyer of St. Louis, was elected Grand Chancellor. There are now fifty-four lodges in Missouri, with about three thousand four hundred members. The lodges in St. Louis are as follows:

Name and Number.	When Instituted.	Members.
Missouri, No. 2.....	May 7, 1870.....	62
Germania, No. 6.....	March 10, 1871.....	113
St. Louis, No. 7.....	April 7, 1871.....	30
Crescent, No. 10.....	Oct. 19, 1871.....	30
Lincoln, No. 18.....	Feb. 9, 1872.....	39
Excelsior, No. 19.....	April 5, 1872.....	77
Pride of the West, No. 24.....	June 29, 1872.....	49
Damon, No. 28.....	Oct. 28, 1872.....	148
Red Cross, No. 54.....	July 5, 1878.....	82
Brilliant, No. 55.....	Aug. 11, 1878.....	101
Paragon, No. 58.....	Aug. 7, 1880.....	80
Golden Crown, No. 62.....	Aug. 19, 1880.....	114
Aurora, No. 64.....	May 13, 1881.....	23
Scandia, No. 67.....	Sept. 24, 1881.....	28
Monitor, No. 68.....	Jan. 31, 1882.....	43
Chevalier, No. 70.....	Feb. 24, 1882.....	52
Total.....		1071

This order has "endowment sections," paying death benefits of one thousand, two thousand, and three thousand dollars; and "uniform divisions," in which members enjoy the advantage of a rigid military drill. The present Grand Lodge officers are—

G. C., R. H. Maybury, Kansas City; G. V. C., W. A. Radcliffe, Sedalia; G. P., Rev. John Gierlow, St. Louis; G. K. of R., T. R. Gelwicks, St. Louis; G. M. of E., Adam Theis, Hannibal; Supreme Representatives, R. E. Cowan, Judge John A. Lacey.

Colored Knights of Pythias.—The first lodge of Knights of Pythias (colored) was organized in 1880, and the second in 1881. The membership of the two is about one hundred. There is but one other lodge in Missouri, at Kansas City; and there is no State Grand Lodge. The Supreme Lodge is represented by W. T. Mumford, Deputy Supreme Chancellor Commanding.

The Ancient Order of United Workmen, a secret beneficial organization, which pays two thousand dollars on the death of members, collected on the "co-operative" or "mutual assessment" plan of one dollar from each member, as may be needed, originated in Pennsylvania in 1868, and quite early found a foothold in St. Louis, the first lodge (St. Louis Lodge, No. 1) having been organized May 12, 1875, by R. L. Miller. Within the next year five more lodges were started in the city, and April 25, 1876, the "Grand Lodge of Missouri" was organized by R. L. Miller, D.D., S. M. W., six lodges participating. The first officers of the Grand Lodge were—

P. G. M. W., R. L. Miller; G. M. W., Hermann Kramer; G. G. F., E. Roband; G. O., William Brenneke; G. G., J. O. Hubler; G. R., William C. Richardson; G. Rec., E. F. Schreiner; G. W., R. L. Mueller; Trustees, C. W. Thiel, William Von Ahnen, F. Krage.

The object of the order is partly beneficiary and partly educational, and for the latter purpose the infant Grand Lodge proceeded to raise funds for establishing a library by enacting that one-tenth of its gross receipts should yearly be set aside for that object, and that each subordinate lodge should annually be assessed one dollar for every member for the same end. This project was ultimately abandoned, and the order confined itself chiefly to its benevolent aims and attained a great popularity, there being now in the Missouri jurisdiction about two hundred and forty-five lodges, with seven thousand nine hundred and ten members.

In August, 1878, the Missouri lodges, having attained a membership exceeding two thousand, were accorded "separate jurisdiction;" and in October, 1878, the Grand Lodge was legally chartered, the incorporators being Dr. William C. Richardson, A. Willhartitz, and William Brenneke. In order to afford members of the order insurance to an amount exceeding two thousand dollars, the Grand Legion of Select Knights, an endowment rank, was in March, 1880, organized; it allows three thousand dollars additional insurance, and there are twenty-four legions and about seven hundred and fifty members in this jurisdiction. Since the order was established in Missouri it has had two hundred and eight deaths, and

has disbursed four hundred and sixteen thousand dollars to the widows and children of deceased members, at an average yearly cost of fifteen dollars and fifty cents per two thousand dollars insurance.

The present officers of the Grand Lodge of Missouri are—

G. M. W., H. L. Rogers, St. Louis; G. F., D. H. Shields, Hannibal; G. O., W. D. Crandall, Brookfield; G. Recorder, W. C. Richardson, St. Louis; G. Receiver, John D. Vincil, St. Louis; G. G., S. A. Underwood, Joplin; G. W., W. C. Smith, Holden; P. G. M. W., J. A. Brooks, Warrensburg; G. Med. Ex., William C. Richardson, M.D., St. Louis; G. L., P. P. Ellis, New Florence, Mo.; Reps. to Supreme Lodge, William C. Richardson, J. A. Brooks, H. L. Rogers.

The following table gives a list of the lodges in St. Louis City and County, with date of institution, etc.:

Name and Number.	When Instituted.	Membershp.
St. Louis, No. 1	May 12, 1875	83
Germania, No. 2	July, 1875	73
United, No. 3	October, 1875	89
Missouri, No. 4	March, 1876	72
Enterprise, No. 5	March, 1876	97
Washington, No. 6	March, 1876	70
Franklin, No. 8	May 15, 1876	47
Schiller, No. 9	August, 1876	73
American, No. 10	Oct. 15, 1876	46
Chouteau Valley, No. 11	Jan. 26, 1877	58
Concordia, No. 13	March 12, 1877	65
Jefferson, No. 14	March 9, 1877	203
Welcome, No. 16	March 27, 1877	94
Meta, No. 19	May 27, 1877	60
Union, No. 20	May 25, 1877	58
Security, No. 44	Jan. 18, 1875	87
Covenant, No. 50	Feb. 25, 1878	85
Prospect, No. 52	March 16, 1878	55
Globe, No. 54	March 30, 1878	263
Central, No. 57	April 23, 1878	110
Peateom, No. 59	June 5, 1878	78
Beckville, No. 66	July 8, 1878	28
Anvil, No. 75	Aug. 24, 1878	80
Standard, No. 80	Oct. 3, 1878	98
Fenton, No. 180	Feb. 11, 1880	21
Lindell, No. 211	Dec. 7, 1880	34
Lyon, No. 222	July 30, 1881	97
Helvetia, No. 234	Oct. 31, 1881	58
North Star, No. 245	March 24, 1882	36
Total		2318

Knights and Ladies of Honor.—This is a secret benevolent institution to assist the sick and distressed. It was organized at Louisville, Ky., in 1878, originally for the benefit of members of the Knights of Honor and their female relatives, but lately the restriction has been removed, and any persons of "reputable profession, business, or occupation" may be admitted. It pays death benefits ranging from one thousand dollars to three thousand dollars, and is believed to be the first society of its kind to admit female members to insurance on equal terms with men. The first lodge in St. Louis was organized Jan. 21, 1876, by T. W. Seymour, Supreme Deputy. The Grand Lodge of Missouri was instituted in August, 1878, with the following officers, all of St. Louis:

P. G. P., W. H. Haskell; G. P., Thomas R. Dunn; G. V. P., C. M. Riley; G. Sec., Robert Herries; G. Treas., W. H. Haskell; G. Chap., W. A. Halstead; G. G., W. L. Graydon; G. Guard, J. C. Zabriski; G. S., E. J. Williamson; G. Trustees, George Cochran, Edw. C. Winter, F. D. Macbeth; Supreme Representatives, Freeman Wright, C. M. Riley.

The executive Grand Lodge officers are—

G. P., J. M. Thomas, St. Louis; G. Sec., Freeman Wright, St. Louis; G. Treas., Mrs. E. A. Graydon, St. Louis.

Freeman Wright, of St. Louis, is also Supreme Secretary, and Mrs. E. A. Graydon is also Supreme Chaplain.

There are twenty-four lodges in Missouri, with fourteen hundred and ninety-six members. St. Louis has the following:

Name and Number.	When Instituted.	Members-hip.
Initial, No. 1.....	Jan. 21, 1876.....	80
Protection, No. 19.....	Feb. 23, 1878.....	102
Rachel, No. 30.....	April 1, 1878.....	60
Concordia, No. 48.....	May 27, 1878.....	84
West Gate, No. 56.....	June 20, 1878.....	81
St. Ange, No. 172.....	Aug. 29, 1878.....	74
Germania, No. 210.....	Dec. 5, 1879.....	78
Amelia, No. 211.....	Dec. 13, 1879.....	34
Ivy, No. 237.....	Feb. 3, 1880.....	66
Eintracht, No. 316.....	May 27, 1880.....	316
Olive Branch, No. 319.....	May 14, 1881.....	47
Jewel of the West, No. 349.....	July 31, 1880.....	66
North Star, No. 392.....	Feb. 15, 1881.....	33
Victoria, No. 393.....	Feb. 21, 1881.....	92
Pride of St. Louis, No. 409.....	March 21, 1881.....	48
Era, No. 511.....	April 8, 1882.....	32
Garfield, No. 516.....	April 14, 1882.....	73
Martha Washington, No. 472.....	Jan. 27, 1881.....	79
Mutual, No. 529.....	April 7, 1882.....	33
Golden Crown, No. 531.....	April 28, 1882.....	62
Total.....		1540

Improved Order of Red Men.—The order of Red Men is peculiarly an American institution, originating, according to the records of the Great Council of the United States, in 1812, at Fort Mifflin, Pa., on the Delaware. This, however, is denied by Judge George W. Lindsay, of Baltimore, who claims that lodges of the society of Red Men existed in Annapolis, Md., as early as 1771. However this may be, the order ranks among the oldest protective and benevolent societies of the country. The Tammany Society, of Annapolis, Md., which is supposed to be the first society of Red Men, celebrates May 1st as the anniversary of the order. This society had its origin, or was an offshoot of a society known as the "Sons of Liberty," which took active part against the Stamp Act. May 1st was celebrated for many years by the Annapolis Red Men, and on these occasions it was the custom of the members to clothe themselves as children of the forest and perform the "war-dance" and imitate many other Indian customs. On the 20th of May, 1835, the Great Council of the Improved Order of Red Men of Maryland was organized, and in 1847 the Great Council of the United States first met.

The first tribe in Missouri (Minnehaha Tribe) was established in St. Louis about 1858, and Mohawk and Cherokee Tribes were soon after instituted. These seem to have been the only tribes until after the war. Two of them worked in the English tongue and the other in German. There is no record of any new tribes in the city until about 1870, when the existing lodges began to be instituted.

The present officers of the Great Tribe are—

Sachem, Eugene Hirsch, St. Louis; Senior Sagamore, Henry Stratman, St. Louis; Junior Sagamore, Jacob Frank, St. Louis; Prophet, C. A. Brennmehl, St. Louis; Record-Keeper, Joseph Witzel, St. Louis; Wampum-Keeper, Philip Neu, St. Louis.

There are nine tribes of this order in St. Louis, all working in German, and having about four hundred and fifty members. The society is beneficiary, with death and sick benefits.

Independent Order of Red Men.—This society was started by the withdrawal of certain members in Baltimore from the Improved Order of Red Men in 1850. The Grand Tribe of the Independent Order of Red Men was chartered June 11th of that year. At one period the order flourished in St. Louis, and within but a year or two there were perhaps a dozen lodges, but all traces have been lost.

American Legion of Honor.—This is a secret benevolent order, established at Boston, Mass., in 1878, and incorporated in 1879. It embraces a membership ranging from eighteen to sixty-five years, and pays death benefits of five hundred, one thousand, two thousand, three thousand, four thousand, and five thousand dollars. Assessments are graded according to age of candidate upon becoming a member. The order was introduced into St. Louis June 16, 1880, when the first council was instituted by Michael Brooks, of St. Louis, representative of the Supreme Council. On Sept. 19, 1881, the Grand Council of Missouri was instituted with the following charter members: Michael Brooks, Andrew B. Barbee, M.D., Wilbur B. Cook, Thomas S. Hogan, James S. Hannan, Asa B. Ecoff, James J. Dockery, Edward F. Schulz, W. Mardorf, M. Tuhbesing, Charles J. Wendling, John C. Rivers, John M. Collins, and Dr. Edward W. Dewees. The first and present officers of the Grand Council are—

G. C., Michael Brooks, St. Louis; G. V. C., A. B. Barbee, M.D., Tower Grove; G. O., Wilbur B. Cook, St. Louis; G. Sec., Thomas S. Hogan, St. Louis; G. Treas., W. Mardorf, St. Louis; P. G. C., James S. Hannan, St. Louis; Trustees, John M. Collins, St. Louis; J. Walter Bayse, Bowling Green; Charles J. Wendling, St. Louis; Supreme Representative, Michael Brooks, St. Louis; Alternate, J. C. Rivers, St. Louis.

There are fourteen councils in St. Louis, all instituted by Michael Brooks:

Name and Number.	When Instituted.	Member-ship.
George Washington, No. 214.....	June 16, 1880.....	33
George Peabody, No. 269.....	Aug. 21, 1880.....	28
Tower Grove, No. 279.....	Sept. 4, 1880.....	29
Franklin, No. 295.....	Sept. 25, 1880.....	25
Stephen Girard, No. 340.....	Nov. 16, 1880.....	24
Lafayette, No. 392.....	Jan. 21, 1881.....	25
Humboldt, No. 495.....	April 4, 1881.....	32
Jefferson, No. 527.....	April 19, 1881.....	18
Marquette, No. 590.....	May 27, 1881.....	30
Columbia, No. 632.....	June 25, 1881.....	24
Daniel Webster, No. 678.....	Aug. 4, 1881.....	22
Exchange, No. 291.....	Jan. 26, 1882.....	56
Vidette, No. 853.....	Feb. 22, 1882.....	36
De Soto, No. 896.....	March 29, 1882.....	70
Total.....		452

Legion of Honor.—This is a society originating in St. Louis, and, considering its age, one of the most successful on record. It was organized in May, 1879, by John H. Terry, Henry Feuerbach, John W. Barnes, W. A. Edmonds, I. R. Trask, C. M. Whitney, George W. Simpkins, N. G. Pierce, James L. Carlisle, P. H. Cronin, A. S. Barnes, M. N. Burchard, and S. S. Scott, thirteen gentlemen who had been members of an order which had succumbed to bad management and the yellow fever losses of the preceding year. In July, 1879, these gentlemen obtained a charter and organized a Supreme Council, with the following officers :

S. C., John H. Terry; V. C., M. M. Burchard; S. R., James L. Carlisle; S. Treas., N. G. Pierce; S. Chap., P. H. Cronin; S. M. D., Dr. A. S. Barnes; S. O., J. W. Barnes; S. S., H. Feuerbach.

The order was established to provide a death benefit of two thousand dollars, and it was determined, by rigid examinations and closely guarding the admission to membership, to build up an order of high social character. In both respects its success has been beyond all precedent in the history of secret societies. In three years a membership of nearly three thousand has been obtained, embracing the foremost men of the city in every department of trade and every profession. Its roster contains the names of the mayor and most of the leading city officials, the most prominent members of the Merchants' Exchange, leading bankers, judges, lawyers, and clergymen, etc., and the society is composed substantially of all those elements that have made St. Louis what it is, and have given it prominence abroad. It is one of the city's representative institutions, and its reunions and other public entertainments prove that it is popularly so regarded. Its membership and operations are, and probably will be, confined to the city of St. Louis. It is now engaged in raising money for a new hall and Academy of Music, for council rooms and a general headquarters. This building will be situated at the corner of Olive Street and Garrison Avenue, will be

sixty by one hundred and thirty-four feet, four stories high, and rising to an altitude of eighty-five feet. It will cost sixty-five thousand dollars.

The officers of the Supreme Council are—

S. C., C. M. Whitney; S. V. C., Charles E. Slayback; S. R., L. C. Haynes; S. Treas., I. R. Trask; S. M. Ex., R. J. Hill, M. D.; S. Chap., A. F. Harvey; S. G., F. A. Johann; S. O., A. G. Peterson; S. S., John E. Jones.

The following is a list of the Councils, with membership, etc. :

Name and Number.	When Instituted.	Member-ship.
Alpha, No. 1.....	May 19, 1879.....	299
Irving, No. 2.....	July 12, 1879.....	335
Carondelet, No. 3.....	Aug. 16, 1879.....	49
Hyde Park, No. 4.....	April 3, 1880.....	123
Franklin, No. 5.....	Sept. 17, 1879.....	97
St. Louis, No. 6.....	Sept. 23, 1879.....	481
West End, No. 7.....	Nov. 26, 1880.....	169
Kirkwood, No. 8.....	Oct. 6, 1879.....	89
Compton Hill, No. 9.....	Oct. 22, 1879.....	235
Victoria, No. 10.....	April 6, 1881.....	156
Empire, No. 11.....	Dec. 11, 1879.....	194
Grove, No. 12.....	Dec. 15, 1879.....	33
Commercial, No. 13.....	Jan. 7, 1880.....	136
Stella, No. 14.....	Jan. 17, 1880.....	103
Bonaparte, No. 15.....	Feb. 27, 1880.....	212
Shakespeare, No. 16.....	Feb. 28, 1880.....	102
Excelsior, No. 17.....	Jan. 3, 1882.....	42
Ivanhoe, No. 18.....	Jan. 16, 1882.....	24
Total.....		2879

Deutsch Orden Harugari.—The German order Harugari originated in the East about 1846 with some German-Americans, and its object is officially declared to be "to preserve and diffuse the German tongue in the United States, and wherever the order directs, and to afford the German-speaking citizens of the country opportunity to advance their mental and material interests, and to elevate and ennoble their social conditions." This is sought to be accomplished by the fraternity of the lodges. There is a beneficiary department, offering death benefits of \$500, \$1000, and \$2000, also \$200 upon death of the wife of a member, and five dollars per week in case of sickness.

The Grand Lodge of the United States was organized in 1847, but the first lodge in Missouri does not seem to have been organized until some ten years later.

There are now thirty-three subordinate lodges in this jurisdiction, two degree lodges, and one Grand Lodge. The total membership is 2176. In 1881-82 death benefits amounting to \$28,800 were paid, and \$6745.80 in sick benefits. The revenues of the lodges were \$32,428.15, and they had a reserve fund of \$16,020.57. The officers of the Grand Lodge are—

G. B., Wilhelm Weiler, St. Louis; D. G. B., Charles Thomas, Kansas City; G. Auf., Paul Yoschen, St. Louis; G. Sec., Ernst Knickmeyer, St. Louis; G. Treas., Gottfried Guekes, St. Louis; G. Chap., C. Seibert, St. Louis; G. Marshal, P. Gundlack, Jr., St. Louis; G. Rep., Henry Hiemanz, Ernest Knickmeyer; Trustees, Henry Hiemanz, Wilhelm Knickmeyer, Jacob Gruen.

In St. Louis there are twenty-nine lodges, as follows: Germania, No. 70; Hermann, No. 73; Columbus, No. 112; St. Louis, No. 113; Harmony, No. 125; Goethe, No. 158; Concordia, No. 164; Humboldt, No. 170; Teutonia, No. 174; Lincoln, No. 190; Cimbria, No. 204; Walhalla, No. 236; Schiller, No. 240; Allemania, No. 248; Bavaria, No. 261; Eintracht, No. 263; Washington, No. 274; Arndt, No. 311; Barbarossa, No. 331; Fortschritt, No. 341; Deutsche Eiche, No. 366; Hertha, No. 370; Pestalozzi, No. 412; Far West, No. 456; Schiller Degree Lodge, No. 16; Cherusker Degree Lodge, No. 50; Gutenberg Mannie, No. 32; Robert Blum Mannie, No. 49.

Seven Wise Men is the name of a secret benevolent order which originated in New Orleans about 1852, and was established in St. Louis in 1853 or 1854 by Henry Bishop, who had been a member in the former city. Several conclaves were instituted, and in 1859 the Grand Lodge was organized. At one time there were from five hundred to one thousand members in St. Louis. During the war the membership greatly diminished, and communication with New Orleans being cut off, the Northern conclaves declared their independence, and have since refused allegiance to the Southern fountain head. The present membership is mainly in New York, Pennsylvania, etc., and is estimated at about ten thousand. There are three conclaves in St. Louis, the only ones in Missouri:

Name and Number.	Membership.
St. Louis, No. 74.....	75
George Washington, No. 48.....	50
Harmonic, No. 51.....	45
Total.....	170

The present officers of the Grand Conclave of Missouri are—

G. M., Edward Holtz; G. C., Joseph Kolb; G. P., August Warnecke; G. Sec., Henry Koch; G. Treas., John H. Koch; G. H., Fred. Mence; G. G., Charles Taake.

The order pays a sick benefit of from three to five dollars per week, and a death benefit of five hundred dollars.

Ancient Order of Foresters.—This order originated in England in 1745, and is established in most English-speaking parts of the world. Its object is the protection and assistance of its members in sickness and distress, the burial of members and their wives, and the payment of five hundred dollars or one thousand dollars to the surviving families of deceased members. Benefits are collected on the "mutual assessment" plan. It has been established in America some thirty years, and was introduced into St. Louis

in 1875, when the first court was organized by John Waters, of St. Louis, who represented the Sub-High Court of the United States. Among the early promoters of the order were Gardner Hepburn, Robert Herries, J. J. Gower, Dr. Hamilton, and others. In 1877 the District Court, comprising Missouri, Kansas, and a portion of Illinois, was organized, with headquarters in St. Louis. The district officers are—

D. C. R., Gardner Hepburn, St. Louis; Sub. D. C. R., A. M. Osborn, St. Louis; D. C. Sec., T. I. Rankin, St. Louis; D. C. Treas., J. M. Parks, St. Louis.

There are thirteen courts in this jurisdiction, ten of them in St. Louis, as follows:

Court and Number.	Membership.
Pioneer of the West, No. 5925.....	138
Missouri, No. 6179.....	68
St. Louis, No. 6204.....	124
George Washington, No. 6259.....	60
Berlin, No. 6346.....	90
Hope of the West, No. 6347.....	46
Edwin Forrest, No. 6455.....	94
Benton, No. 6456.....	96
Future Great, No. 6461.....	58
Diana, 6801.....	62
Total.....	836

The Sons of Herman is a secret society composed exclusively of Germans, which was established in New York in 1840. Its object is social and beneficial, and to afford German-speaking people in the United States assistance in advancing their material and moral interests. The first lodge in St. Louis was not instituted until 1867, and the charter members were Alexander Bergfeld, Hermann Huss, L. Kusehagen, Heinrich Wiecek, and A. M. Beck.

The Grand Lodge of Missouri was founded Feb. 28, 1868, with the following officers from the three St. Louis lodges then existing: Grand President, A. Bergfeld; Grand Vice-President, H. W. Lindemann; Grand Secretary, W. H. Mueller; Grand Treasurer, F. Zoll; Grand Guide, Hermann Huss; Grand Sentinel, Louis Kusehagen.

The present Grand Lodge officers are as follows: Matthew Buehler, Grand President; Henry Alewei, Grand Vice-President; Louis Schafer, Grand Treasurer; F. Diekroeger, Grand Secretary; C. H. Offer, G. Con.; John Meir, G. I. T.; Chris. Thiemers, G. O. T.; John Kreh, Phil. Bamberger, and H. H. Schwartze, Grand Trustees.

The order pays sick benefits, and seven hundred dollars death benefits. There are twenty-two lodges in Missouri, with fourteen hundred and thirteen members. The receipts of the Grand Lodge (as per report of 1882) were \$13,109.99; \$19,210 was paid in death benefits, and \$4965 for sick benefits. The Grand Lodge has a reserve fund of \$8489.15.

The St. Louis lodges are as follows:

Name and Number.	When Instituted.	Member-ship.
St. Louis, No. 1.....	June 7, 1867.....	110
Pride of the West, No. 2.....	July 18, 1867.....	97
Humboldt, No. 3.....	Feb. 21, 1868.....	147
Walhalla, No. 4.....	.....	101
Teutoberg, No. 5.....	Nov. 22, 1872.....	121
Armin, No. 6.....	March 12, 1871.....	66
Germania, No. 7.....	Oct. 11, 1871.....	58
Schiller, No. 8.....	March 6, 1872.....	78
Harmonie, No. 9.....	April 11, 1872.....	48
Eintracht, No. 10.....	May 29, 1872.....	62
Freundschaft, No. 11.....	Sept. 28, 1872.....	34
Felaen, No. 12.....	Oct. 26, 1872.....	25
Fortschritt, No. 13.....	Jan. 11, 1873.....	138
Teutonia, No. 14.....	Feb. 19, 1873.....	53
Einigkeit, No. 15.....	April 11, 1873.....	67
Goethe, No. 16.....	May 27, 1873.....	26
Hansa, No. 18.....	Sept. 23, 1873.....	69
Arndt, No. 22.....	Dec. 22, 1873.....	39
Barbarossa, No. 24.....	June 30, 1874.....	21
Total.....	.....	1360

Order of Mutual Protection.—This is a secret society which originated in St. Louis, and was incorporated Dec. 16, 1878, by Theo. H. Thomas, Frank D. Macbeth, George W. Hall, W. A. Edmonds, and J. M. Thomas. Its object is to provide for insurance in sums of one thousand, two thousand, three thousand, and four thousand dollars, collectable by assessment. It has now about fifteen hundred members in good standing in Missouri, Kansas, Iowa, Illinois, and Pennsylvania. The present supreme officers are—

Supreme President, Dr. O. A. Wall, St. Louis; Supreme Vice-President, J. H. Cook, Ottawa, Kan.; Supreme Secretary, G. L. Kennedy, St. Louis; Supreme Treasurer, R. A. Long, Holden, Mo.; Supreme Medical Examiner, Dr. T. E. Holland, St. Louis; Supreme Supervisors, Freeman Wright, St. Louis; W. A. Brawner, St. Louis; Asa Maddox, Kansas City.

The St. Louis lodges are as follows:

Name and Number.	Membership.
Missouri, No. 2.....	31
St. Louis, No. 3.....	63
Concordia, No. 4.....	49
Lyon, No. 5.....	52
Star, No. 6.....	118
Washington, No. 8.....	32
Lafayette, No. 10.....	83
Wayne, No. 13.....	41
Jefferson, No. 17.....	28
Lincoln, No. 22.....	37
Garfield, No. 23.....	30
Italia, No. 26.....	29
Garrison, No. 37.....	33
Benton, No. 41.....	20
Mount Olive, No. 42.....	53
Total.....	699

Knights of Labor.—This is a secret colored social organization, whose origin dates from 1855 at Galena, Ill. It has recently been reorganized so as to embrace a death benefit of two thousand dollars. The membership is mainly in Missouri and the neighboring Southern States. There are nearly eighty tem-

ples and tabernacles in Missouri, and the aggregate membership in the one hundred and eight temples and one hundred and twenty-six tabernacles under the supreme supervision is about seven thousand. The head of the order is Rev. Moses Dickson, Chief Grand Mentor, at Higginsville, Mo. Both sexes are admitted, the men as Knights of Labor, associated in temples, and the women as Daughters of the Tabernacle, meeting in tabernacles. The first temple in St. Louis was established in 1878, and the first tabernacle in May, 1878. There are eight temples and seventeen tabernacles in the city, with a membership of two thousand five hundred. This is the most popular colored society in the city.

The Independent Order Free Sons of Israel is a secret beneficiary organization which originated in New York about 1853. Membership is exclusively confined to Hebrews. The order pays one thousand dollars to the heirs of deceased members, and such sick and funeral benefits are paid as individual lodges may determine.

The order flourished mainly in the East until after the war. The first society in St. Louis was established in 1872. There are four lodges in St. Louis, embracing the most prominent and progressive Hebrews of the city. There is also a ladies' lodge, differing from the male lodges in paying no death benefits. The lodges in St. Louis are as follows:

Name and Number.	When Instituted.	Member-ship.
Progress, No. 53.....	Sept. 6, 1872.....	120
Judah Tomo, No. 4.....	April 15, 1873.....	75
George Washington, No. 82.....	Jan. 14, 1877.....	37
Pride of the West, No. 96.....	Dec. 14, 1881.....	26
Total.....	.....	253

The ladies' lodge, *Fortschritts Tochter*, or "Daughters of Progress," was instituted April 27, 1873, and has twenty-six members. The only other lodge of this character in the West is at Chicago.

The lodges in Missouri belong to Grand Lodge District No. 2, embracing Indiana and the States west and north. The District Grand Lodge was instituted Oct. 8, 1876, and the present Grand Lodge officers are—

G. M., Philip Stein, Chicago; Dep. G. M., William Katzenstein, Milwaukee; Dep. Treas., Israel Von Baalen, Chicago; Dep. Sec., William Deutsch, St. Louis; Dep. W., Morris Levy, Chicago; Dep. Tyler, George Jacoby, Minneapolis.

In the interim between the Grand Lodge sessions the order is governed by a general committee, composed of Anthony Lichtenhein and Louis J. Lippett, of St. Louis, and Simon Greenebaum, Morris Oesterreicher, and Hermann Goldsmith, of Chicago. There are about eleven hundred members in this district, and nearly ten thousand members in all.

Knights of the Golden Rule.—This is a secret beneficiary order which originated at Louisville, Ky., in 1879, and was incorporated in that State August 16th of that year, and in St. Louis November 18th of the same year. There were then two castles in St. Louis. It provides insurance ranging from five hundred dollars to six thousand five hundred dollars; and there is also a "Degree of Ruth" for ladies, with an endowment of two thousand dollars. There are seven castles in Missouri, with about three hundred and seventy members. The St. Louis castles are—

Name and Number.	When Instituted.	Members- ship.
Washington, No. 4.....	Aug. 26, 1879.....	95
Excaliber, No. 7.....	Aug. 29, 1879.....	93
St. Louis, No. 117.....	March 16, 1881.....	81
Yeteve, No. 200.....	Jan. 20, 1882.....	29
Total.....		298

The entire membership of the order is about eight thousand in twenty-five different States. There is no Grand Lodge in Missouri, but the functions of such a body are performed by William C. Strector, of St. Louis, Grand Commander. Sir Knight Frank D. Macbeth, of St. Louis, is the Supreme Secretary of the order, and Dr. E. J. Williamson, also of St. Louis, is one of the Supreme Trustees. The membership in St. Louis embraces some of the leading men of the city.

The Benevolent and Protective Order of Elks was established in New York City, Feb. 16, 1868, by a number of members of the theatrical profession, who modeled it after the analogous order of Buffaloes in England. There had been a social club previous to this known as the "Jolly Corks," and from them the nucleus of the order of the Elks was obtained. The main object of the Elks was the cultivation of sociability among its members, but in about six months the feature of benevolence was introduced, and has since been carried to a high degree of perfection. Sick and death benefits are paid, and traveling members who are in distress are relieved. It was originally confined to members of the theatrical and kindred professions, but subsequently was enlarged to admit members of any profession.

On March 10, 1871, the Legislature of New York granted a charter for a Grand Lodge, and subsequently the order spread rapidly throughout the country, and one or more lodges was established in every city of prominence. St. Louis Lodge, No. 9, was founded in June, 1878, and has been one of the most successful and progressive lodges in the order. On the 5th of December, 1878, it was chartered. Its first meetings were held at the Olympic Theatre; subsequently the sessions were held at Druids' Hall, and

on Sept. 25, 1881, the lodge occupied its present beautiful quarters, "Elks' Hall," in the People's Theatre building. The first presiding officer (Exalted Ruler) was Thomas E. Garrett, the dramatic editor of the *Republican*, who served for two terms; then Joseph A. Robertson served one term, and John W. Norton is serving his second term.

The St. Louis representative of the order in the Grand Lodge is Thomas E. Garrett, who enjoys the honor of having been elected the first Exalted Grand Ruler of that body after it became a delegated body. He was elected in December, 1880, and was re-elected in December, 1881.

The charity fund of the order is recruited by annual benefits and balls, which are given under the auspices of the prominent members of the theatrical profession. Among the actors who are or have been members may be mentioned John McCullough, Lawrence Barrett, T. W. Keene, Nat Goodwin, the late Charles R. Thorne, Jr., James O'Neil, and Baker and Farron, besides a host of others who are known throughout the country.

The career of the order has been one of unprecedented success, a success almost entirely due to the happy blending of benevolence and sociability which distinguishes it. The following is a tabulated list of the lodges and their members:

Name and Number.	Members- ship.
New York, No. 1.....	500
Philadelphia, No. 2.....	250
San Francisco, No. 3.....	175
Chicago, No. 4.....	175
Cincinnati, No. 5.....	125
Baltimore, No. 7.....	150
St. Louis, No. 9.....	300
Boston, No. 10.....	350
Pittsburg, No. 11.....	125
California, No. 12.....	175
Indianapolis, No. 13.....	200
Providence, No. 14.....	150
Washington, No. 15.....	125
Illinois, No. 16.....	75
Denver, No. 17.....	110
Total (about).....	2985

This list represents only those in active affiliation. If the inactive members were included they would bring the number up to over three thousand one hundred.

The Knights of Honor, a secret beneficial organization, paying a death benefit of two thousand dollars, collected on the mutual or co-operative assessment plan, was established at Louisville, Ky., June 30, 1873. The first lodge in Missouri was St. Louis Lodge, No. 13, instituted March 12, 1874. The Grand Lodge of Missouri was instituted in St. Louis, Sept. 10, 1875, and in 1876 was incorporated, the following being the charter members: Thomas W. Seymour, W. F. Conner, W. H. Rudolph, Francis

Paule, Peter Kieffer, Philip Hantke, C. Helmund, A. L. Aubin, C. Randow, R. Hodgins, Thomas Haynes, J. N. Ayres, V. J. Matthews, Charles W. Van Dillen. There are eighty-eight lodges in this jurisdiction, with five thousand six hundred and fifty members. One hundred and forty-one deaths have occurred, involving the disbursement of two hundred and eighty-one thousand dollars benefits. The average cost of insurance has been eight dollars and thirty-one cents per thousand dollars. The officers of the Grand Lodge of Missouri are—

A. C. Sheldon, Louisiana, G. D.; E. W. Fowler, Edina, A. D.; J. L. Torrey, St. Louis, G. V. D.; Peter Kieffer, St. Louis, G. R.; S. C. Bunn, St. Louis, G. Treas.; Rev. J. C. Maple, Marshall, G. Chap.; E. S. Hill, St. Louis, G. G.; W. W. Nall, Ironton, G. Guard; W. H. Hawkins, Springfield, G. Sent.; T. E. Holland, M.D., St. Louis, G. M. Ex.; Grand Trustees, David Thomas, D. S. Harriman, M. B. Merriman; Representatives to Supreme Lodge, Joseph W. Branch, Judge N. M. Givan.

The following is a list of lodges, etc., in St. Louis City and County:

Lodge and Number.	When Instituted.	Membership.
St. Louis, No. 13.....	March 12, 1874.....	317
Germania, No. 17.....	April 6, 1874.....	123
Oak, No. 100.....	April 16, 1875.....	174
Seymour, No. 118.....	June 7, 1875.....	206
Ancient, No. 114.....	Aug. 7, 1875.....	130
Missouri, No. 227.....	Feb. 12, 1876.....	118
Bremen, No. 254.....	March 24, 1876.....	186
Unity, No. 351.....	Sept. 2, 1876.....	65
Washington, No. 361.....	Sept. 26, 1876.....	178
Schiller, No. 400.....	Nov. 27, 1876.....	87
Lafayette, No. 415.....	Dec. 23, 1876.....	173
Centennial, No. 417.....	Dec. 28, 1876.....	202
Lincoln, No. 430.....	Jan. 23, 1877.....	186
Manchester, No. 435.....	Jan. 29, 1877.....	45
Ludwig, No. 456.....	Feb. 9, 1877.....	205
Olive Branch, No. 812.....	Nov. 26, 1877.....	151
Mount Olive, No. 848.....	Jan. 14, 1878.....	243
Bellefontaine, No. 1278.....	Dec. 11, 1878.....	104
Banner, No. 1466.....	March 12, 1879.....	146
Webster Grove, No. 1729.....	Aug. 21, 1879.....	56
Humboldt, No. 1735.....	Aug. 26, 1879.....	107
Benton, No. 1822.....	Oct. 20, 1879.....	101
Jupiter, No. 1843.....	Oct. 31, 1879.....	69
Laelede, No. 2392.....	March 18, 1881.....	68
West End, No. 2398.....	March 24, 1881.....	35
Aurora, No. 2719.....	April 11, 1882.....	26
Total.....		3501

Scottish Clans.—In May, 1878, James McCash, with two or three other Scotchmen of St. Louis, formed the nucleus of an organization to mould into one homogeneous whole the scattered independent Scottish clubs in every part of the United States and Canada, and, finally, on St. Andrew's day (November 30th), 1878, the Royal (or Supreme) Scottish Clan was instituted. The object of the association was declared to be to unite Scotchmen and descendants of Scotchmen, embracing all who could claim Scottish ancestry within a reasonable limit; to cultivate fond recollections of Scotland, its customs and amusements; "to be subject to the laws of God and of the land in which we live,"

and to establish a fund for the benefit of the heirs of deceased members, death benefits being fixed at one and two thousand dollars. The first Royal Chieftain was James McCash, the second was Hon. George Bain, one of the most prominent Scotchmen of the West. Dugald Crawford, a leading merchant of St. Louis, was elected Vice-Royal Chieftain. The present supreme officers are—

R. C., George Bain, St. Louis; V. R. C., P. H. Lawson, Massachusetts; R. Chap., Peter C. Peterkin, St. Louis; R. Sec., Richard A. Skues, Kansas City; R. Treas., John D. Cruikshanks, St. Louis.

On Dec. 13, 1878, the Grand Clan of Missouri was organized. The present officers are—

G. C., John W. Mitchell, St. Louis; V. G. C., James C. Kenneth, St. Louis; P. G. C., Robert R. Scott, St. Louis; G. Chap., James C. Dodds, St. Louis; G. Sec., Robert N. Brodie, St. Louis; G. Treas., Peter C. Peterkin, St. Louis.

There are two subordinate clans in St. Louis,—Clan Campbell, No. 1, instituted Dec. 20, 1878, which has one hundred and thirty-one members; and Clan Douglas, No. 3, instituted Feb. 27, 1880, which has sixty-six members.

Independent Order of Chosen Friends.—A secret benevolent order with the above name originated at Indianapolis, Ind., in 1879. It pays one thousand, two thousand, and three thousand dollars death benefits, and admits women on the same footing as men. The first council in St. Louis was instituted March 5, 1881, by Freeman Wright, of St. Louis, the present Supreme Secretary of the Knights and Ladies of Honor. It was named St. Louis Council, No. 2. Freeman Wright was the first Chief Councilor, and J. H. Williamson the first Secretary. During 1881 four more councils were established; but Banner Council (instituted August 24th) has dissolved. The councils existing in St. Louis are—

Name and Number.	When Instituted.	Membership.
St. Louis, No. 2.....	March 5, 1881.....	92
Benton, No. 5.....	May 7, 1881.....	80
Missouri, No. 7.....	Nov. 5, 1881.....	41
Garfield, No. 8.....	Nov. 5, 1881.....	52
Total.....		265

There is no Grand Council in the State; the Supreme Council is represented by H. G. Wilson, Deputy Supreme Councilor.

American Protestant Association.—This is a secret society, originating in Philadelphia about 1850. Its primary object is the promotion of Protestantism, and hence the membership is restricted to Protestants. The society advocates civil and religious liberty and the public school system, and antagonizes foreign interference in the affairs of the United States government. It pays sick benefits, and five hundred dollars on the

death of members, collected by assessments. The first lodge in St. Louis was instituted July 26, 1856, and the Grand Lodge of Missouri was organized in St. Louis, July 4, 1863, with the following charter members: James C. Campbell, Charles Myer, August Heusnerr, Julius C. Schmidt, Frederick Damschroeder, Frank Hussmann, Charles E. Boehmer, Ernest Koenig, August Timke, John Couzelmen, Fred. Steinbrecher, and Henry Gerhold. Some fifteen lodges with about eleven hundred members were established, but the interest declined to some extent, and there are now but eight lodges working in Missouri. Latterly the membership in St. Louis has been restricted to the Germans, and the lodges work in the German language. The officers of the Grand Lodge for 1882-83 are—

G. M., William Wrieden, St. Louis; W. V. G. M., Louis G. Hoffman, St. Louis; G. Sec., G. C. T. Seidlitz, St. Louis; G. A. Sec., Henry Kassing, St. Louis; G. Treas., H. G. Grote, St. Louis; G. Chap., A. Grund, St. Louis.

The councils in St. Louis are—

Name and Number.	When Instituted.	Membership.
Union, No. 1.....	July 26, 1856.....	74
Von Hutten, No. 2.....	Nov. 27, 1856.....	47
Gustavus Adolphus, No. 3.....	Feb. 4, 1861.....	58
Washington, No. 4.....	Feb. 20, 1861.....	64
Martin Luther, No. 5.....	Feb. 27, 1861.....	88
John Huss, No. 10.....	Aug. 17, 1867.....	77
Jefferson, No. 12.....	Dec. 17, 1874.....	30
St. Louis, No. 14.....	Nov. 18, 1874.....	34
Total.....		472

Last year the Grand Lodge disbursed six thousand dollars in death benefits and nine hundred dollars in sick benefits. It owns a four-story building and hall, at the corner of Fourteenth Street and Franklin Avenue, St. Louis, managed by the American Protestant Hall Association, chartered April 12, 1869, the incorporators being C. F. Seidlitz, William Stindler, George Wingman, and others. The property cost twenty-three thousand dollars, but is now worth much more, and is entirely free from incumbrance. St. Louis has furnished two Grand Masters to the National Lodge, James C. Campbell and F. Diekroeger.

Good Ladies.—Freundschafts Versammlung, A. O. K. L., is the title of a secret society of German women, popularly known as Good Ladies. The order originated in Philadelphia, and the first lodge in St. Louis was established in 1859 by Herr August Etling, a well-known German of that period. Several lodges soon sprang up, embracing both German- and English-speaking ladies, but the Freundschafts Versammlung is the only one remaining. It uses the German language, but long ago declared its independence of any foreign authority, and is thought to be the

only surviving lodge of an order once quite strong. It pays four dollars a week sick benefits and fifty dollars funeral expenses, and now has nearly fifty members. The present officers are—

G. M., Mrs. Elizabeth Krone; V. G. M., Miss Elizabeth Delpert; Sec., Mrs. Sophia Krage; Treas., Mrs. Marie Meyer; F. S., Mrs. Katrine Roesner; Chap., Mrs. Louise Klaus.

United States Benevolent Fraternity.—A secret benevolent order under the above title was instituted at Baltimore, Md., Feb. 22, 1881. It pays death benefits ranging from one thousand to five thousand dollars. There are three councils in St. Louis,—Pride of the West Council, No. 7, instituted Oct. 15, 1881, with twenty-four charter members; George Washington Council, No. 16, instituted March 2, 1882, with twenty-three charter members; and St. Louis Council, No. 21, instituted May 20, 1882, with twenty-three charter members, all instituted by Michael Brooks, Deputy Supreme President, who represents the Supreme Council, there being no Grand Council in Missouri.

Royal Templars of Temperance is the name of a society organized in Buffalo, N. Y., Feb. 3, 1877, to assist in the suppression of the liquor traffic and to furnish members with insurance. Benefits are collected by assessments, and two thousand dollars is paid on the death of a male member and one thousand dollars on the death of a female member. An endowment degree, recently added, allows these sums to be doubled. There are about fifteen select councils in Missouri, with an aggregate membership of about five hundred. The first Missouri council was St. Louis Council, No. 1, instituted Jan. 12, 1880, by Thomas Kerns, Supreme Lecturer of Illinois, with the following charter members: Robert Herries, Thomas B. Kerwin, Dr. R. M. King, Adam Woerthage, Charles Scollay, George Cochrane, James H. Dailey, William Parks, Larkin D. Price, Gardner Hepburn, C. J. Helms, H. W. Spreen, F. W. Still, William Galloway, and others. Councils in St. Louis are as follows:

Name and Number.	When Instituted.	Membership.
St. Louis, No. 1.....	Jan. 12, 1880.....	...
Star of the West, No. 3.....	Feb. 13, 1880.....	66
Selah, No. 7.....	March, 1880.....	...
Martha Washington, No. 14.....	Sept. 10, 1880.....	...

Many of the St. Louis Royal Templars are also prominent and active members of the Temple of Honor, Sons of Temperance, and Good Templars.

United Foresters.—A disagreement among the Ancient Order of Foresters resulted in the establishment of the Independent Foresters, Court No. 1 being instituted at St. Joseph, Mo., early in 1876, and Mound

City Court, No. 2, of St. Louis, in April, 1876. The High Court of Missouri was chartered in September, 1878, with some sixteen courts and about five hundred members. In September, 1881, the Supreme body changed the name to the "United Foresters." There are now twenty-one courts in the Missouri jurisdiction. The St. Louis courts are—

Name and Number.	Membership.
Mound City, No. 16.....	32
Cech, No. 47.....	33
Bellefontaine, No. 64.....	30
Pike, No. 85.....	112
Unity, No. 87.....	62
Benton, No. 91.....	16
St. Louis, No. 95.....	179
Robin Hood, No. 97.....	40
Ben Franklin, No. 108.....	74
Sherwood, No. 129.....	65
Concordia, No. 136.....	23
Future City, No. 138.....	64
Emerald, No. 142.....	54
Progress, No. 147.....	24
Lafayette, No. 149.....	33
Harmony, No. 152.....	26
Total.....	917

The Grand Court officers for 1882-83 are—

H. C. R., James A. McMillan; H. V. C. R., J. J. Isaacs; H. Sec., C. A. Sargent; H. Treas., H. M. Paul; H. P., Dr. W. O. Young; Reps. to Supreme Court, Louis A. Steber; Alternate, A. S. Partridge.

This order is beneficial. It pays death benefits of one thousand, two thousand, and three thousand dollars.

Patriotic Sons of America.—This order originated in Philadelphia in 1847, and had a large membership in St. Louis before the war. During the war it declined in St. Louis, and was not revived until Dec. 9, 1881, when Camp Washington, No. 1, was instituted. It has about sixty members, and is the only camp of this order in Missouri. Dr. J. C. Nidlet is president, and J. H. Moore is secretary. Its principal object is the cultivation of patriotism. Members must be native-born, and must favor free education, and oppose the union of the church and State and foreign interference in the affairs of this government. It also provides death benefits of five hundred, one thousand, and one thousand five hundred dollars.

B'nai B'rith.—Fraternal organizations (*chevroth*) had their origin with the dispersed children of Israel a great many centuries ago. In every country, in every town where ten or more of them dwelt, they formed a "chewrah" (fraternity) for mutual aid, for attending the sick, burying the dead, and providing for their widows and orphans. Coming to New York from the various countries of Europe, and dispersing thence over the wide territory of the United States, they had long felt the desire to form one great fraternal

union, organized similar to those of the Masons, Odd-Fellows, and like charitable organizations, whereby the Israelites, regardless of former nationalities or liturgical differences, could be united for charitable purposes, and better promote their interests and those of humanity. Thus the order B'nai B'rith (Sons of the Covenant) was organized about forty years ago in New York City, and slowly but steadily extended its lodges over the country, now embracing three hundred and thirty lodges, with about twenty-five thousand members, sub-divided into seven District Grand Lodges. Missouri belongs to District Grand Lodge No. 2, which was organized just thirty years ago, with its seat at Cincinnati, Ohio. In 1855 the first lodge of this order in St. Louis was instituted under the name of Missouri Lodge, No. 22; it has now one hundred and fifty members. In 1863 the second lodge in St. Louis, Ebn Ezra, No. 47, was established; its present membership is one hundred. It was followed in 1872 by Achim Lodge, No. 175, and in 1873 by Julius Fürst Lodge, No. 196. There are now four lodges, with about four hundred members, in St. Louis. Three more lodges of this order are now in the State of Missouri, viz.: one each in Kansas City, Sedalia, and Louisiana, Pike Co., with about one hundred and twenty-five members in all; yet, small as this number is, the work accomplished and amount of charities bestowed by the little band of brethren are remarkable.

The Widows' and Orphans' Fund of this district, giving to the family of each member, in case of his death, one thousand dollars, to no one more or less, and to which *every* member contributes fifteen dollars annually, has now a reserve of one hundred and twenty thousand dollars. It pays annually over thirty thousand dollars to its members' widows, etc., besides large amounts of other benefits and donations to non-members and other charities. The district has now three thousand members, and consists of the seven States of Ohio, Kentucky, Indiana, Missouri, Kansas, Colorado, and New Mexico. It has its orphans' asylum, located at Cleveland, which was established in 1868, and is now sheltering and educating two hundred and sixty-four orphans, irrespective of membership or non-membership of the deceased parent. This institution is acknowledged to be the model orphan asylum of the country, and is often liberally endowed by legacies.

Among the promoters and prominent members of the order are the following grand officers from St. Louis:

Isidor Bush, member of the executive committee of the National or Constitution Grand Lodge, which

consists of *one* member only from each of the seven districts. He has been a member of this order since 1849, was president of the Grand Lodge in 1872, was one of the founders of the orphan asylum, and is chairman of the endowment fund of the district.

Abraham Kramer, one of the first members of Missouri Lodge, its representative to the District Grand Lodge, whose president he also was in 1878, and for several years trustee of the orphan asylum.

Jacob Furth, comparatively a young member, but already distinguished by his activity and influence in promoting the work of the order. He is the present trustee of the Cleveland Orphan Asylum from St. Louis. Mrs. Goldschmidt and Mrs. A. Fisher are St. Louis directresses of the same institution.

Dr. S. Wolfenstein, the efficient superintendent of that asylum, is also a St. Louisan. I. Koperlik, a past president of Missouri Lodge, and for twenty years its secretary, has also been secretary of the endowment fund of the District Grand Lodge since its organization. Rev. Dr. S. H. Sonneschein is also one of the prominent St. Louis members of this order.

Royal Arcanum.—A secret benevolent order, known as the Royal Arcanum, was organized in Boston, Mass., June 23, 1877. It pays a death benefit of three thousand dollars, collected from members in proportion to age. There is no Grand Lodge in Missouri, but the Supreme Lodge is represented by W. E. Robinson and L. A. Steber, of St. Louis, Deputy Supreme Regents. There are eight councils in Missouri, with from six to seven hundred members. The councils in St. Louis are—

Name and Number.	When Instituted.	Membership.
Missouri, No. 107.....	June 17, 1878.....	110
Benton, No. 183.....	Sept. 7, 1878.....	80
Valley, No. 446.....	Feb. 20, 1880.....	325
Compton Hill, No. 535.....	Jan. 27, 1881.....	30
Victoria, No. 446.....	Feb. 11, 1882.....	25
Laclede, No. 665.....	April 3, 1882.....	30
Kirkwood, No. 666.....	April 4, 1882.....	20
Carr Lane, No. 668.....	April 10, 1882.....	25
Total.....		645

The Cosmopolitans.—There is one lodge of this order in St. Louis, Mound City Lodge, No. 1, established May 7, 1882. Dr. Daniel White is W. G. D. C. C. The society originated in New England several years ago, and has lodges in all parts of the world. Its object is semi-religious, being the investigation of spiritism. No member is admitted who does not subscribe to a belief in communion with the "so-called dead." It is beneficial to the extent that local lodges may provide for the relief of sick or distressed members, either its own or traveling ones.

Treu Bund.—The society from which the Independent Order Treu Bund descended is of great

antiquity; it originated when the Swiss were organizing to resist the tyranny of Albert I., emperor of Austria, and took the world-famous "Gruetti oath." The new order spread all over Europe under different names and generally having a political purpose. It was introduced into America in 1858 by George Ackers, an enthusiastic member of the European order, and St. Louis was the birthplace. The only lodges are in Missouri and Illinois, and the aggregate membership is about one thousand. The objects are social and beneficiary; five hundred dollars is paid on the death of a member, and one hundred dollars for funeral benefits in case the wife of a member dies. Sick benefits are also permitted. There are fourteen lodges in Missouri, and eleven in St. Louis, the latter as follows:

Name and Number.	Membership.
Washington, No. 2.....	65
Lincoln, No. 3.....	38
Liberty, No. 4.....	61
Union, No. 6.....	52
Pride of the West, No. 8.....	63
Wilhelm Tell, No. 9.....	19
Central St. Louis, No. 11.....	25
Goethe, No. 18.....	50
Jefferson, No. 20.....	56
Germania, No. 36.....	43
South St. Louis, No. 37.....	49
Total.....	526

There is a Grand Lodge, with headquarters at St. Louis.

G. T. M., John Diren, St. Louis; G. Sec., Hermann Weiterer, St. Louis; G. Treas., George P. Schnur, St. Louis.

Česko-Slovansky Podporujici Spolek.—The "Bohemian-Slavonic Benevolent Association" is a secret order, originating among the Bohemians of St. Louis in 1854. For eighteen years there was but one lodge in the city, and then (1872), under the Supreme Secretaryship of Anthony Klobasa, a very intelligent man of that nationality, the order grew rapidly, and now has over seventy lodges distributed in all the large cities of the country. The total membership numbers about four thousand. The order pays seven hundred and fifty dollars death benefits, and sick benefits of five dollars a week. The supreme officers of the order are—

President, James Svojse, Chicago; Vice-President, Joseph Stankovsky, St. Louis; Sec., F. Hrabacka, St. Louis; Financial Sec., Anthony Klobasa, St. Louis; Treas., William Kleisner, St. Louis.

There are five lodges in St. Louis as follows:

Name and Number.	Members.
Slovan, No. 1.....	60
Missouri, No. 2.....	95
Washington, No. 11.....	52
Sumavan, No. 21.....	23
Sokol, No. 23.....	48
Total.....	278

National Americans.—This society was established in St. Louis in 1878, and was incorporated in January, 1879, by Rosswell D. Grant, Dr. Francis O. Drake, John C. Ralston, Dr. Albert Merrell, Dr. W. S. Wartman, Lorenzo Browning, and others, residents of that city. It is composed of native-born American citizens only, and has death benefits of one thousand and two thousand dollars, collected by assessments. Subordinate associations have been established in several States. Those in St. Louis are—

Name and Number.	When Instituted.	Members-hip.
Columbia, No. 1.....	Feb. 1, 1879.....	54
Continental, No. 2.....	January, 1880.....	58
Washington, No. 3.....	Feb. 27, 1880.....	33
Mount Vernon, No. 5.....	Feb. 13, 1880.....	33
American, No. 9.....	April 27, 1880.....	24
Fulton, No. 14.....	Jan. 20, 1881.....	62
Putnam, No. 17.....	April 9, 1881.....	71
Florissant Valley, No. 19.....	.....	17
Bunker Hill, No. 27.....	April 18, 1882.....	26
Carondelet, No. 28.....	.....	15
. Total.....		393

The officers of the National Association for 1882-83 are as follows :

National President, J. C. Ralston, St. Louis; National Vice-President, John D. Vincil, St. Louis; National Advocate, A. B. Parson, St. Louis; National Sec., Lorenzo Browning, St. Louis; National Treas., Dr. F. O. Drake, St. Louis; National Chap., Dr. W. S. Wortman, St. Louis; National Med. Exam.-in-Chief, Dr. Albert Merrell, St. Louis; National Trustees, William Riley, William Hamilton, E. E. Allen.

In July, 1882, the *American Nationalist*, an organ of the order, was established.

Kosmos.—In September, 1882, certain members of the order of the Knights of the Golden Rule withdrew from that fraternity and organized a new beneficiary order called "Kosmos." Its officers are—

S. C., J. M. Webster; S. V. C., Z. C. Lavat; S. Sec., Francis D. Macbeth; S. Treas., S. F. Silence; S. G., C. Niehouse; S. Guard, Alexander Gillanders; S. S., E. O. Bartholomew; P. S. C., Judge W. C. Jones.

During the winter of 1882-83 several lodges were instituted.

Keshet Shell Barzell is the name of a Hebrew secret beneficial order which originated in the East about 1868. It was introduced into St. Louis some four years later, Lebanon Lodge, No. 10, being the first to organize. There are six lodges in Missouri, all in St. Louis, as follows :

Name.	Membership.
Lebanon, No. 10.....	70
Isaac, No. 70.....	65
Ben Jacob, No. 94.....	100
St. Louis, No. 115.....	50
Missouri, No. 126.....	40
Wessely, No. 128.....	45
Total.....	370

These lodges are governed by "District Grand Lodge No. 4," embracing most of the Western States, with headquarters at Cleveland. This body has established a Home for Aged and Infirm Israelites at Cleveland, at a cost of twenty-five thousand dollars. Rev. Dr. Sonneschein, of St. Louis, is one of the trustees of the institution.

Temple of Honor.—This order was established in 1845 by some members of the Sons of Temperance in New York as an exalted degree of that order, but the National Division refused to recognize it. It was then maintained independently, and the excellence of its work and the worth of its teachings gave it for many years great popularity. The exact date of its introduction into St. Louis is not known, but is supposed to be about 1853, as in June, 1854, a Grand Temple was organized with four temples, namely: Louisiana Temple, No. 1, of Louisiana, Mo.; Union Temple, No. 2, of St. Louis; Bard Temple, No. 4, of Hannibal; and Carroll Temple, No. 8, of Carrollton, Mo. W. A. Lynch, of St. Louis, was the instituting officer. The first grand officers were—

G. W. T., William A. Lynch, St. Louis; G. W. V. T., J. H. Harris, Hannibal; G. W. R., J. D. Guiley, Louisiana; G. W. T., J. S. Markley, Louisiana; G. W. Chaplain, B. F. Rankin, Carrollton.

There were present from St. Louis on this occasion G. W. Lynch, W. A. Lynch, J. B. Higdon, Richard Ivers, and T. S. Warne.

The growth of the order was greatest just after the war, when there were seven temples in St. Louis. Of late years the interest has declined, and now there are but six temples in the State, one each at Hannibal, Springfield, and St. Joseph, and three in St. Louis, viz.:

Name and Number.	Members.
Union, No. 2.....	17
Franklin, No. 3.....	51
Mount Olive, No. 4.....	15
Total.....	83

The Grand Temple (July, 1882) elected the following officers:

G. W. T., George W. Salter, St. Louis; G. W. V. T., William Hartrey, St. Louis; G. W. R., J. J. Garver, St. Louis; G. W. T., Robert Herries, St. Louis; G. W. Chap., Garden Hepburn, St. Louis; G. W. U., Fred. M. Easterday, St. Louis; G. W. G., Alfred Appleton, St. Louis; P. G. W. T., Timothy Parsons.

Lasalle Frauen Unterstuetzungs Verein is an association of German ladies which pays death benefits of fifty dollars on the death of a member or a member's husband, and sick benefits of four dollars a week. The officers are: President, Miss Anstedt; Vice-President, Julia Reier; Secretary, Consadine Kreutzberg.

ST. LOUIS AGRICULTURAL AND MECHANICAL ASSOCIATION AND JOCKEY CLUB.

Fairs or exhibitions of agricultural and mechanical objects were held in St. Louis at irregular intervals for many years prior to 1855, when an organization was formed for the purpose of holding annual exhibitions. Agricultural societies had existed from time to time, beginning as early as 1822, but none of them were permanent. At first agricultural and "mechanics'" fairs were distinct and separate, but on the formation of the Agricultural and Mechanical Association the two interests were merged, and subsequently the exhibitions were held together. On the first Tuesday of November, 1841, the fair of the Agricultural Society of St. Louis County was opened at the St. Louis race-course, and on the 24th of the same month the Mechanics' Fair was inaugurated "in the buildings recently occupied by Mr. Lucas, on Fourth Street, in front of the Planters' House," continuing three days. The committee of arrangements was composed of William Bird, S. V. Farnsworth, C. Pullis, D. Weston, J. W. McMurray, T. B. Edgar, N. Phillips, Joseph Charless, D. L. Holbrook, D. B. Smith, George Wool, O. M. Vinton, D. Woodman.

For some time prior to 1855 the subject of combining the agricultural and mechanical interests of St. Louis for the purpose of holding annual fairs was agitated, and among those who were especially active in support of the proposition were Hon. J. R. Barret, Henry T. Blow, Col. Thornton Grimsley, Henry C. Hart, T. T. January, Charles Todd, Charles L. Hunt, Andrew Harper, John Withnell, Benjamin O'Fallon, Henry S. Turner, Thomas B. Hudson, John Sappington, John M. Chambers, Frederick Dings, and Norman J. Coleman. It was finally decided to organize a society, and Hon. J. R. Barret procured the passage by the Missouri Legislature, of which he was a member, of an act incorporating the St. Louis Agricultural and Mechanical Association, which was approved Dec. 7, 1855. The incorporators were Andrew Harper, John O'Fallon, Martin Hanna, Walter H. Dorsett, Robert Martin, Olly Williams, John Sigerson, Andrew Christy, John M. Chambers, John Hartnett, Thornton Grimsley, H. I. Bodley, Henry C. Hart, Thomas T. January, John Renfrew, John Withnell, Gerard B. Allen, John Sappington, and William C. Jenks.

The objects of the association were declared to be the promotion of improvements in all the various departments of agriculture, including not only the great staples of industry and trade, but also fruits, vegetables, and ornamental gardening, the promotion of the mechanic arts in all their various branches, the

improvement of breeds of all useful and domestic animals, the general advancement of rural economy and household manufactures, and the dissemination of useful knowledge upon these subjects.

At a meeting of persons interested in the enterprise, which was held on the 4th of February, 1856, it was decided that books should be prepared at once, and the public invited to take the stock of the corporation. All the stock was soon subscribed for, and on the 4th of May the following persons were elected the first board of directors: Andrew Harper, Thomas T. January, Henry C. Hart, John Withnell, Thornton Grimsley, Frederick Dings, James M. Hughes, Henry S. Turner, Charles L. Hunt, John M. Chambers, Henry T. Blow, Norman J. Coleman, and J. R. Barret.

On the following day the board elected the following officers: President, J. R. Barret; Vice-Presidents, Thornton Grimsley, Andrew Harper, and Henry Clay Hart; Treasurer, Henry S. Turner; General Agent and Recording Secretary, G. O. Kalb; Corresponding Secretary, O. W. Collet. P. McAndrew was appointed superintendent. It was determined to hold a fair some time during the following autumn, but considerable delay was experienced in choosing a location for the grounds. Finally, however, fifty acres of land at the northwest corner of Grand Avenue and Natural Bridge plank-road, about three miles from the court-house, was purchased from Col. John O'Fallon for fifty thousand dollars, the company being given twelve years in which to pay the principal, the first two years' interest to be taken in stock. The grounds possessed natural advantages for the purpose, and being contiguous to the water-works, were conveniently located for obtaining an abundant supply of water. A fence nine feet high inclosing them was speedily erected, and although the plans for the buildings were not matured until July, the work was pushed forward so vigorously that the managers were enabled to open the fair on the 13th of October. In the short space of three months the grounds were graded, walks and avenues laid out, and a number of buildings erected. The latter included an amphitheatre, a building for the mechanical department, a floral hall, and a machine-shop, together with three hundred and fifty horse and cattle stalls and a number of pens for sheep and swine. Water from the reservoir was also introduced, and the grounds were ornamented with a number of fountains. For the purchase of the ground and erection of the buildings the sum of thirty thousand dollars, afterwards increased to forty thousand dollars, was appropriated by the directors. The building committee was composed of J. R. Barret, Henry

C. Hart, Henry T. Blow, and Andrew Harper, assisted by A. L. Lyle.

The fair opened Oct. 13, 1856, and the attendance was very large, notwithstanding the fact that the weather was inclement. At eleven o'clock the National Guards arrived on the grounds, and were followed by the Washington Guards and the Grays. Hon. Sterling Price, Governor of Missouri, who was present on horseback, reviewed these organizations, after which there were track exhibitions of horses. T. T. January was superintendent of the fair on the opening day, and the committees on awards consisted of gentlemen from different States. The premium list amounted to ten thousand dollars, and the receipts from the gate, entrance fees, and other sources, to twenty-five thousand dollars. The success of the fair was very marked, and as it was in great measure due to the labors of Hon. J. R. Barret, president of the association, those most interested decided to present him with a testimonial of his services. Accordingly in December following a handsome silver service was purchased and presented to Mr. Barret.

In 1857 the second fair of the association was held, and was even more successful than the first one. The premiums were increased to sixteen thousand dollars, and the receipts amounted to over twenty-eight thousand dollars. A handsome Gothic structure, known as the Fine Art Hall, for the exhibition of statuary and paintings, and a gallinarium of wire network, three stories high, and divided into ninety compartments, were erected for this exhibition. At the third annual fair, which began on the 7th of September, the attendance was greater than at either of its predecessors, and St. Louis was visited by a concourse of strangers greater than it ever witnessed before. From the report of the secretary of the association from its organization to Dec. 1, 1858, it appears that the capital stock was sixty-nine thousand one hundred and fifty dollars, and the sum of sixty-eight thousand six hundred and fifty-five dollars and ninety-six cents had been expended for improvements on the grounds. The contract with Col. O'Fallon gave the association twelve years in which to pay for the land, but as there was a surplus the directors made a payment Nov. 30, 1858, of ten thousand dollars. The dimensions of the buildings then on the ground were: Amphitheatre, diameter, three hundred and five feet; circumference, nine hundred and fifteen feet; arena within the amphitheatre, diameter, two hundred and twenty-five feet; circumference, six hundred and seventy-five feet. Floral Hall, diameter, seventy-six feet; circumference, two hundred and twenty-eight feet. Art Hall, an oval building, eighty-five feet in length. Agricul-

tural Department, two hundred by thirty feet. Mechanical Department, seventy-nine by thirty-one and a half feet. Machinery Department, two hundred by forty feet. Pagoda, forty-five feet in height, and divided into three stories, the pole around which it was built being one hundred and fifty feet high.

In addition to these structures there were a number of other buildings, including a large carriage department, a gallinarium, and a handsome Gothic cottage, with reception-rooms for ladies. The amphitheatre seated twelve thousand persons, and the two promenades, one at the base and the other at the top of the seats, afforded accommodations for twenty-four thousand more.

The exercises at the opening of the fair of 1858 were accompanied as usual by a parade of the military organizations of St. Louis, commanded by Brig.-Gen. D. M. Frost, and including the Light Artillery Battalion, Col. Henry Almstedt; the Mounted Rifle Battalion, Maj. Schaeffer; the First Regiment of Infantry, commanded by Col. J. M. Pritchard, and composed of six companies, viz.: St. Louis Grays, Capt. John Knapp; Missouri Guard, Capt. George W. West; the Washington Guards, Capt. Patrick Gorman; the National Guard, Capt. John B. Gray; the Emmet Guards, Capt. Thomas F. Smith; and the Washington Blues, Capt. Joseph Kelley; and the Rifle Battalion, under the command of Maj. John C. Smith, composed of two companies, the Union Rifles, Capt. Kohr, and the Missouri Rifles, Capt. Schultz.

The premium list was enlarged from year to year until, in 1860, it aggregated the sum of twenty-five thousand dollars, but the receipts continued to increase, and in that year amounted to forty-five thousand dollars. During the civil war the exhibitions were suspended, but in 1866, through the efforts of the president, A. B. Barret, and others, they were resumed.

In October of that year a fair was held, and premiums amounting to thirty thousand dollars were awarded. Since then the association has continued to grow and prosper until it has now become one of the greatest, if not the greatest, organizations of its kind in the country. One of the characteristic features of the association is that its stock does not, nor was it ever intended to, pay any dividends. The stock amounts to eighty-two thousand and fifty dollars, and is so well distributed (the individual holders numbering one thousand and fifty-seven) that on the average no single holder has more than two shares. The only privilege that stockholders have is that of free admission to the grounds at all times.

In this way the association is enabled out of its surplus to improve and embellish its grounds and erect the necessary buildings. The amphitheatre, which was first built, was reconstructed in 1870, and devoted to the display of manufactured goods and textile fabrics until 1876, when it was taken down, and a new mechanical hall, one hundred and fifty feet wide and two hundred and fifty feet long, having two spans of forty-five feet each, and a central span of sixty feet, was erected. These improvements were completed in 1877, when an exposition was combined with the usual annual fair, and proved a success beyond the expectations of the most sanguine. The building is lighted by large skylights running through the centre. The interior diameter of the new amphitheatre, in which stock displays are made, is four hundred and fifty feet. The track is half a mile in length. The original fifty acres have been increased to eighty-three and fifty-six-hundredths acres, costing over one hundred thousand dollars, and in 1876 a brick building, covering an area of twenty thousand square feet, was built for the floral department, and a zoological garden was erected at a cost of one hundred thousand dollars, in connection with which a school of drawing was established. The grounds of the association, when first purchased, were embellished with fine trees of natural growth, and to their attractions have been added handsome buildings, and all the beauties that can be created by the highest art of the landscape gardener and horticulturist. The imposing structures and handsome surroundings make up a picture of unusual attractiveness and beauty. The grounds are eligibly located on Grand Avenue, within the city limits, and are easy of access from all quarters.

The association has proved one of the most important of the factors in the industrial growth of St. Louis, and, indeed, in the development of the agricultural and mechanical resources of the entire State. During the twenty-six years of its existence it has expanded beyond the most sanguine expectations of its founders, and at the present time enjoys a national reputation.

The money expended on improvements since 1856 amounts to over one million dollars, and the buildings thus erected are the most commodious and the most conveniently arranged structures of their kind to be found in any fair inclosure in the United States, every class of exhibition being located in a separate hall or inclosure especially adapted to the purpose for which it is intended. The Zoological Garden is constantly increasing in size and attractiveness, every year witnessing the erection of new buildings for the re-

ception of additions to the collection. The grounds are kept in admirable condition during the entire year, and the spacious drives make them one of the popular resorts of the city, even when not occupied by the annual fair, which occurs in October, lasting six days. The premium list of the Fair Association has always been generous, and is constantly increasing, and the lively competition thus created has raised the standard of stock and productions of all kinds, not only in the State of Missouri, but throughout the entire Mississippi valley.

The attendance at the Fair Grounds during fair week averages forty thousand daily, and fifty thousand dollars is distributed in premiums.

The chief officers of the society from 1856 to 1875 were—

1856-59. J. Richard Barret, president, and Henry S. Turner, treasurer. G. O. Kalb, the present secretary, has been acting in that capacity since 1856.

1860. A. Harper, president.

1861-65. Charles Todd, president; Benjamin O'Fallon, treasurer for 1861, and D. G. Taylor from 1862 to 1866.

1866-73. A. B. Barret, president; with Benjamin Sanford, treasurer for 1867-68, and B. M. Chambers from 1869 to 1873.

1874. Julius S. Walsh, president; E. M. Lackland, treasurer.

The present officers are—

Charles Green, president; R. P. Tansey, first vice-president; E. A. Filley, second vice-president; Hercules L. Dousman, third vice-president; John J. Menges, treasurer; and G. O. Kalb, secretary and superintendent. The present directors are A. B. Pendleton, Julius S. Walsh, Charles Green, James C. Edwards, R. P. Tansey, Johnston Beggs, M. Fraley, George Bain, David Clarkson, John G. Prather, L. M. Rumsey, John J. Menges, Ed. Harrison, D. P. Rowland, Hercules L. Dousman, John Scullin, S. M. Dodd, E. A. Filley, A. B. Ewing, William W. Withnell, and James S. Farrar.

From the secretary's report for the fiscal year beginning Dec. 1, 1880, and ending Dec. 1, 1881, it appears that the value of the improvements was \$204,897.95, and that of the real estate \$135,880.16. Stock had been issued to the amount of \$82,050, and bonds to the amount of \$160,000. The total assets of the company amounted to \$459,768.32.

In 1874, Charles Green became a leading stockholder in the St. Louis Agricultural and Mechanical Association, and served as director until January, 1880, when he was elected president. He has been re-elected to this position every year since. Under his management the St. Louis Fair has increased in attractiveness, and has taken so strong a hold upon public favor that it is hardly an exaggeration to say that it has become the great yearly festival of the Southwest.

Charles Green was born near Ballinasloe, County Galway, Ireland, in 1838. His family possessed a

large landed estate, including the historically celebrated Green Hills, one of the most beautiful places in the Emerald Isle, and cherished with pardonable family pride the traditions of their ancestral home and of its profuse hospitality. Young Green was sent to school at a neighboring town, and at the age of fifteen entered the college at Galway, making his home with a gentleman named Rochford, a distinguished lawyer of that region. He remained at Galway about two years, and in the intervals of study read law.

When he was seventeen his father died, involving a change in his fortunes. He relinquished the elegant surroundings to which he had been accustomed, and in 1857 emigrated to America, and, in response to an invitation from his brother Thomas, settled in St. Louis, where his brother was established in mercantile business. He was placed by Thomas in the St. Louis University, where he finished his education. It was intended that he should study law, but his health failed under the severe course at the university, and when he left that institution he accepted a position in the post-office under Peter L. Foy. He remained in this capacity about a year, and then for four years filled the position of book-keeper in the State Savings Association. When the Merchants' Union Express Company established itself in St. Louis, he was offered and accepted the position of cashier, but in about a year relinquished it to engage in business on his own account. In 1866 he established the real estate firm of Green & La Motte, which is still the title of the house, although his partner, F. X. La Motte, a college friend, died in 1868.

Mr. Green's fidelity to all trusts reposed in him, and his prompt and energetic method of transacting business commended him to the favor of the public, and soon brought him a prosperous and continuously increasing patronage. He has, perhaps, been intrusted with the administration of more large estates than any other citizen. He was commissioner for the Benoist estate, and is now the executor of the estate of John Withnell. In his will Mr. Withnell expressly stipulated that Mr. Green should not be required to give bond. These trusts, and many similar ones, he has so managed as to earn the gratitude of those whom he has served.

His clear and exact knowledge of real estate values was recognized by the County Court of St. Louis County in 1873, when he was elected by that body president of the Board of Assessors. In this delicate and responsible position, requiring such nice and careful exercise of judgment, and so much firmness, he reduced the business of the office to one of perfect system, and such a spirit of fairness characterized his

administration as to win for him the good will and esteem of the public. The popular estimate of his services appears from the fact that he was unanimously re-elected to the same position for four successive terms.

Mr. Green has also served the public in other important capacities. He was a commissioner for the condemnation of the Forest Park property and of the Northern Park, and was also commissioner to value the property of the Columbia Life Insurance Company. He was appointed receiver of the Central Savings-Bank, and the next day filed his bond for one hundred thousand dollars, on which occasion the court (Judge Krekel) praised the promptness with which the document had been prepared, and the extraordinary high character of the names it bore, and complimented Mr. Green upon the high financial and social standing which enabled him to furnish a bond for so large an amount in so short a time, with such exceptional indorsements.

A similar but even more creditable experience was his when, a year or two since, he was elected assignee of the Keokuk and Northern Line Packet Company. He was notified of his appointment on Saturday, and on the following Monday morning his bond for three hundred and seventy-six thousand dollars was filed and approved. Besides the several interests mentioned above, Mr. Green has charge of many estates owned by the wealthiest citizens of St. Louis, and the confidence reposed in him is almost unbounded. Not only has he managed the estates of others with success and to their perfect satisfaction, but he has invested his own means in real estate so judiciously that he has gained a fortune.

As a public-spirited and enterprising citizen, Mr. Green occupies a foremost rank. He was a large subscriber to the company that built the Chamber of Commerce, one of the city's chief ornaments, and has been a director therein since 1875. He has also a large interest in the various street railway companies, and is a director in several of these corporations. He aided prominently in the organization of the Real Estate Exchange, and has been its president since April, 1880. In 1879 he formed one of a syndicate that bought the Carondelet Gas Company, and is the vice-president of the corporation.

In 1868, Mr. Green was married to Miss Henrietta Prenatt, the daughter of a prominent merchant of Madison, Ind., by whom he has had seven children.

Mr. Green's personal characteristics are a firm determination, keen foresight, a rigid integrity, and a steady judgment. Although born rich, he inherited no fortune, but beginning life as a poor boy, he easily



Chas Green

amassed a competence, and at the same time won the honor and respect of his fellow-citizens.

The St. Louis Jockey Club.—Horse-racing was very popular in St. Louis at an early period of the city's history, and to the pony contests of the colonial period succeeded the trials of speed between thoroughbreds, which attracted large assemblages to the "prairie horse-track" on the north side of the St. Charles Rock road, immediately opposite the ground on which the Abbey track was subsequently established by Henry Doyer. One of the famous races on this course was the four-mile heat race in 1848 between the runners "Doubloon" and "Emily," which was won by the latter, ridden by the well-known jockey Gilpatrick. A jockey club was organized in 1828, and the races of that year commenced on Thursday, October 9th, and continued three days,—first day, three miles and repeat, for a purse of two hundred dollars; second day, two miles and repeat, for a purse of one hundred and fifty dollars; third day, one mile and repeat, for a purse of one hundred dollars, free for any horse, mare, or gelding. The racing was governed by the rules and regulations of the association, of which Benjamin Ames was the secretary.

On the 23d of September, 1848, a new jockey club was organized at the Prairie House. Among the prominent patrons of the turf about this time were George W. Goodc, Col. D. D. Mitchell, William L. Sublette, Henry Shacklett, Col. A. B. Chambers, of the *Republican*; Capt. White, of St. Charles, trainer of the race-horse "St. Louis;" Thomas Moore, Benjamin Ames, proprietor of the track; James Bissell, Benjamin Payne, the importer of "Altorf;" Charles Keemle, of the *Reveille*; Gen. Bernard Pratte, Charles L. Hunt, Archibald and William C. Taylor, Matthew Shaffner, Robert O'Blenis, George Marshall, Dr. William Hammond, U.S.A., Maj. R. E. Lee, U.S.A., Thornton Grimsley, B. W. Alexander, Gen. Ruland, Basil Duke, Walter Dorset, Thomas J. Payne, Ferdinand Kennett, Charles Gilpin, Clay Taylor, Leonidas Walker, Col. Samuel B. Churchill, Howard Christy, Judge Wash, Uriel Wright, Church Blackburn, Judge James B. Bowlin, and Gen. William Milburn.

A track was laid out in an inclosure of eighty acres, three miles from St. Louis, on the macadamized road to Manchester, and bounded on the south by the Pacific Railroad. The races on this track commenced on the 8th of October, 1848.

The present St. Louis Jockey Club Company was organized in 1877, with a capital stock of fifty thousand dollars, the charter having been granted on the 27th of August of that year. The incorporators were

John M. Harney, H. L. Dousman, J. B. McCullough, Julius S. Walsh, William Patrick, Edwin Harrison, Ellis Wainwright, C. B. Greeley, and Samuel Ecker. About forty-five thousand dollars of the stock was promptly subscribed, and the ground afterwards known as the Côte Brilliante track was purchased and adapted to the purposes of racing, at a cost of seventy thousand dollars. The track was opened to the public on the 4th of June, 1877. Trotting races were given at intervals, but did not prove financially successful, the St. Louis public preferring the running contests. The company was reorganized in February, 1880, and another charter was granted in February, 1882. The club is one of the leading turf organizations of the country, and has done much to elevate the standard of racing in the West. Its membership comprises many representative citizens of St. Louis, and the association is now in a flourishing condition.

Its rooms are located at No. 18 South Fifth Street, and the track is situated on Lucas and Hunt's addition to Côte Brilliante, bounded on the north by the St. Charles Rock road, on the south by Page Avenue, on the west by Union Avenue, and on the east by King's Highway. The grounds are within the city limits, about four and one-half miles west of the court-house. The race-track is a full mile in circumference, and is said to be very fast. The grand stand is capable of seating six thousand persons. The stables are located both inside and outside of the inclosure, and contain stalls for the accommodation of two hundred horses. The grounds and surroundings are very handsome, and are said to surpass any racing grounds in the country. Annual meetings are held, lasting from seven to eight days, in June.

The officers of the association are—

John M. Harney, president; H. L. Dousman and J. B. McCullough, vice-presidents; Ellis Wainwright, treasurer; and Lewis A. Clarke, secretary; Directors, John M. Harney, J. B. McCullough, H. L. Dousman, Julius S. Walsh, William Patrick, Edwin Harrison, Ellis Wainwright, C. B. Greeley, and Samuel Ecker.

CLUBS.

The Harmonie Club is an association of Hebrews, organized in 1857 for the promotion of social intercourse. Among the founders and promoters were M. Hellman, Julius Klyman, B. Singer, and L. Hellmann. The original membership numbered about twenty-five, but it comprised the leading men of the race then living in the city, and the club has always been a representative Hebrew society. M. Hellman was the first president, and his successors were L. Hellmann, L. Steinberger, A. Langsdorf, August

Frank, and Nathan Frank. August Frank was president the longest period, six years.

For fifteen years the club had rooms on Market Street, between Fourth and Fifth, and for ten years it has occupied quarters on Fourth Street, between Plum and Myrtle; but lately the desire for a more central location has led to the purchase of a lot, eighty by one hundred and thirty-five feet on the northeast corner of Eighteenth and Olive Streets, and the club is now erecting a building which is designed, when completed, to be one of the finest structures of the sort in the country outside of New York. It will be a three-story pressed-brick building, with stone capings, will cost nearly fifty thousand dollars, and is intended to be an architectural ornament to the city and a monument of the enterprise and taste of the Hebrews of St. Louis.

The present membership of the club numbers about one hundred and ten. The officers are—

President, Nathan Frank; Vice-President, A. Langsdorf; Secretary, M. Linz; Treasurer, J. Meyberg; Directors, J. L. Singer, S. Meyer, W. Herntien, M. Kahn, M. Michels, J. Frank, H. Binswanger.

The Concordia Club.—When the Harmonie Club selected its new location in Western St. Louis, it was seen that the change would inconvenience many of the members living in the southern part of the city; consequently in the spring of 1882 a number of its members seceded, and on the 26th of May the Concordia Club was organized with some thirty members and the following officers:

President, Leopold Steinberger; Vice-President, Albert Frankenthal; Secretary, Samuel Steiner; Treasurer, L. E. Green; Directors, Dr. M. Spitz, Frank Block, M. H. Holzman, S. A. River, R. Weil.

The University Club.—In January, 1872, some twenty college-bred men met and organized "The University Club." Among the incorporators were Thomas C. Reynolds, James S. Garland, Charles Branch, Edward Wyman, John W. Noble, S. Waterhouse, Charles H. Goodman, C. C. Whittlesey, Alexander Martin, J. S. Fullerton, Thomas Davidson, Charles A. Todd, John A. Dillon, E. H. Carvier, Frank J. Donovan, D. J. Snider, and George S. Edgell.

The articles of association declare the purpose of the society to be "to promote literature, science, and art, and secure a closer union and co-operation of college and university men and graduates, with a view to a broader and higher culture," etc. At first the idea of a large club, with those concomitants which the word "club" implies, was not suggested, but the organization prospered to such an extent that a build-

ing was soon felt to be an imperative necessity. In like manner it was found expedient to abolish the restriction making a collegiate education the test of membership. Still the club, while becoming more of a social institution than was perhaps contemplated, has always been under the control of former collegians, and has preserved the traditions of its early life in the high character of its members. It now embraces in its membership the leading professional and business men of the city. The first officers were: President, Hon. Thomas Allen; Vice-Presidents, Thomas C. Reynolds, Albert Todd, Samuel Treat, Dr. M. M. Pallen, Dr. J. B. Johnson, Lewis B. Parsons; Secretary, James S. Garland; Treasurer, M. Dwight Collier; Directors, Edward Wyman, Charles H. Goodman, Charles Branch, Newton Crane, Thomas Davidson, J. S. Fullerton, E. T. Merrick, John W. Noble, Sylvester Waterhouse.

Of the above officers, the Hon. Thomas Allen served continuously as president until his death at Washington, March, 1882, while a member of Congress, and Mr. Garland has been secretary for the whole period, one year excepted.

For three years the club occupied quarters at 911 Olive Street. It then removed to 1125 Washington Avenue, where it has had a well-arranged, well-furnished, and very commodious building. For two or three years past there has been a growing feeling that the club was too far "out of town" for the convenience of the members, and during the winter of 1881-82 these views formally prevailed, and quarters are being prepared in the large building on the northeast corner of Fifth and Olive Streets, on a scale commensurate with the standing and means of the club.

At the annual meeting in January, 1882, Prof. M. S. Snow, secretary of the board of directors, gave an interesting sketch of the history of the club. The beginnings were modest,—ten dollars initiation fee and ten dollars yearly dues disclose the unambitious character of the society. Few of the members had any idea of the nature and functions of a club. But in spite of various drawbacks and the constant raising of the fees and dues until they are now about one hundred dollars a year, the active and useful membership has constantly increased, and now numbers about three hundred and fifty, with applications constantly being received.

The present officers of the University Club are—

President, Samuel M. Breckinridge; Vice-Presidents, William H. Pulsifer, Charles Speck, Marshall S. Snow, Heber Livermore, Allan B. Pendleton, Arthur Lee; Secretary, James S. Garland; Treasurer, Huntington Smith; Directors, Estill Mc-

Henry, John O. F. Delaney, N. S. Chouteau, R. S. Brookings, Joseph S. Fullerton, S. E. Hoffman, D. F. Colville, Newton Crane, Henry S. Potter.

St. Louis Commercial Club.—This club was organized in October, 1880, and was modeled after the Boston Commercial Club, which was the first of its class. Its objects are purely social, the design being to cultivate a feeling of fraternity among all classes of business men, and, by affiliating with similar clubs elsewhere, to promote a feeling of fellowship among the business men of widely-separated sections. The membership is limited to sixty persons, who embrace the representative men of St. Louis in the various departments of trade and manufactures, and meetings are held monthly, at which, with a banquet, are discussed matters pertaining to the commercial advancement of the city. In October, 1882, the club entertained the Commercial Clubs of Boston, Chicago, and Cincinnati. The following have been the officers of the club from its foundation :

President, Gerard B. Allen ; Vice-President, E. O. Stanard ; Treasurer, Joseph Franklin ; Secretary, Newton Crane ; Executive Committee, Edwin Harrison, E. C. Simmons, S. M. Dodd.

Germania Association.—The Germania Association was chartered Feb. 16, 1865, by special act of the Legislature, the incorporators being James Taussig, Charles F. Meyer, Charles Enslin, Julius Conrad, Louis Holm, Charles F. Eggers, William D'Oench, J. F. Zisemann, William Hunicke, August Waldauer, Charles Balmer, Ignatius A. Day, and Moritz H. Lemecke. The first directors were Julius Conrad, C. F. Meyer, Felix Coste, Charles De Greck, William D'Oench, John L. Fiala, Louis Holm, William J. Romy, F. W. Rosenthal, James Taussig, and J. F. Zisemann. The first officers were : President, Charles F. Meyer ; Vice-President, Louis Holm ; Secretary, Charles De Greck ; Treasurer, William Hunicke.

Mr. Meyer has been president uninterruptedly up to the present time, and there have been few changes in the rest of the officers, who are now as follows :

President, Charles F. Meyer ; Vice-President, Julius Conrad ; Secretary, Rudolph Fritsch ; Treasurer, E. C. Priber.

In 1865-66 the association built a club-house at the corner of Eighth and Gratiot Street, and furnished it elegantly at a total cost, for building, grounds, etc., of \$110,000. The association has always embraced the leading Germans of the city, and in intelligence and refinement has always been recognized as a representative German institution. Its objects are social recreation and esthetic and scientific culture, and these are prosecuted by singing, lectures, dramatic entertainments, dancing, games, etc. In order more satisfactorily to accomplish these objects the association in

1881 was remodeled, the old organization retaining its corporate existence and ownership of the hall, and the new, the Germania Club and Association (*Gesellschaft*), having charge of the social and educational features. The result was immediately seen in a very large increase of membership. There are now about four hundred and twenty members. The officers of the club and association are—

President, Charles Speck ; Secretary, E. C. Priber ; Treasurer, B. T. Eisenhardt ; Directors, R. Schulenburg, E. D. Meier, E. C. Priber, Charles Nagel, Dr. Frerichs, I. G. Kappner, Charles Schmieding, L. Methudy, N. Eisenhardt, C. R. Fritsch, R. D'Oench, and W. D. Orthwein.

The Mercantile Club.—During 1881 it began to be apparent that the existing club-houses were not situated at points convenient for the numerous business men who might otherwise be disposed to patronize their facilities, and a "down-town" club was advocated. With this in view the Mercantile Club was organized, the incorporators being A. G. Peterson, T. B. Boyd, C. M. Adams, W. B. Dean, D. M. Houser, William McMillan, W. H. Gardner, Melville Sawyer, O. L. Brigham, S. G. Searritt, George T. Parker, George B. Thomson, Charles A. Fowle, E. Hayden, A. A. Paton, S. M. Kennard, Jr., J. R. Holmes, and I. R. Trask, well-known and enterprising business men of the city. The officers were—

President, Edwin Hayden ; Vice-President, George B. Thompson ; Secretary, S. G. Searritt ; Treasurer, A. G. Peterson ; Directors, Edwin Hayden, G. B. Thompson, S. G. Searritt, T. B. Boyd, S. M. Kennard, William McMillan, C. M. Adams, M. Sawyer, A. G. Peterson.

During the succeeding winter the club secured quarters in the "Sumner Building," on Locust Street, between Seventh and Eighth Streets, and after expending about eighteen thousand dollars in remodeling the edifice and furnishing it, held an informal "opening" on the evening of May 12, 1882. The rooms embrace gentlemen's and ladies' parlors, dining-rooms, reading-rooms, a billiard hall, etc., and are decorated and furnished in the most elegant and attractive manner. A novel feature of the club is the admission of the wives of members to its privileges,—a departure from the ordinary usage of clubs that has already become very popular. Although scarcely six months had elapsed from the organization of the club to the opening of the house, the membership limitation to four hundred residents of St. Louis had been reached,—a rapidity of growth that has seldom, if ever, been equaled in the history of similar organizations. The officers for 1882-83 are—

President, S. M. Kennard ; Vice-President, George B. Thompson ; Secretary, S. G. Searritt ; Treasurer, William McMillan ; Directors, S. M. Kennard, G. B. Thompson, S. G. Searritt, Wil-

liam McMillan, Ewing Hill, W. C. Steigers, E. S. Warner, A. G. Peterson, I. R. Trask.

St. Louis Club.—In 1878 some enterprising young business men of St. Louis conceived the idea of establishing another club, and in the fall of that year organized the St. Louis Club. The first officers were as follows: President, George H. Rae; Vice-President, Gen. John W. Noble; Secretary, A. B. Chever; Treasurer, Thomas A. Stoddard. The club secured as its quarters the "old Finney mansion," at 1532 Washington Avenue, and fitted up one of the finest club-houses in the country, the building being spacious and conveniently arranged, and the grounds roomy and attractive. The appointments of the house were and continue to be of the most elaborate and elegant character. The establishment was opened Sept. 23, 1879, with a public reception and an address by the Hon. J. W. Noble. The subsequent career of the club has been prosperous, and the membership numbers over three hundred. The present officers are as follows:

President, John T. Davis; Vice-President, E. C. Simmons; Secretary, E. S. Scranton; Treasurer, A. B. Thompson; Directors, John T. Davis, E. C. Simmons, Joseph Franklin, Geo. B. Hopkins, Dwight Tredway, Daniel Catlin, G. J. Plant.

Spanish-American Club.—El Club Comereial Hispano-Americano was organized in February, 1882, the inspiring mind being John F. Cahill, editor of *El Comercio del Valle*, the Spanish-American paper. Mr. Cahill was the first president, but soon resigned. The officers of the club for 1882 are—

President, Thomas Howard; Secretary, J. L. Corrigan; Treasurer, E. C. Smith; Executive Committee, Pedro Leon, Frank Trayer, Richard Smith, Emilio Guignon, E. R. Quarles.

The objects of the club are the promotion of good-fellowship and sociability among those interested in the trade with Mexico, Central America, and other Spanish-speaking countries of America, and to encourage intercourse with those lands in every legitimate way.

The Century Club is the principal literary association of St. Louis. Among the prominent members are Hon. Henry L. Rogers, Mrs. Virginia L. Minor, J. R. Meeker, W. G. Elliot, D.D., Albert Todd, A. C. Bernays, M.D., Mrs. E. P. Johnson, Louis C. Haynes, Professor E. L. McDowell, J. C. Learned, D.D., Mrs. N. E. A. Rogers, C. W. Stevens, M.D., Miss Fannie Isabella Sherrick, D. W. Blount, M.D., and Francis Minor. The executive officers for the season of 1882-83 are F. F. Hilder, president; Miss Ida E. Dyer, vice-president; Hannibal Loevy, treasurer; and E. W. Banister, secretary. The board of directors is composed of these officers, and Misses Thekla M. Bernays and Mary E. Thorn, and Messrs. C. M.

Whitney, George W. Lewis, George C. Hackstaff, F. E. Cook, J. M. Jordan, D. F. Hulburt, and F. W. Ruckstuhl. The direct management of the club is entrusted to the programme committee, which consists of Hannibal Loevy, chairman, in charge of essays and readings, and Miss Julia F. Lynch and F. W. Ruckstuhl, in charge of music. Among those who have delivered essays before the club are Hon. Henry L. Rogers, Hon. C. M. Whitney, Rev. John Snyder, Mrs. Virginia L. Minor, Professor John H. Tice, Rev. S. H. Sonnenschein, J. M. Jordan, Rev. W. W. Boyd, Rev. P. G. Robert, Mrs. E. P. Johnson, Professor Denton J. Snider, Hon. Nathaniel Holmes, Professor H. H. Morgan, Rev. C. E. Felton, Professor B. B. Minor, F. E. Cook, Rev. M. W. Willis, J. R. Meeker, Francis Minor, James Richardson, Dr. Charles O. Curtman, F. F. Hilder, Hon. A. W. Alexander, and Professor C. M. Woodward.

Deaf Mute Club.—In the summer of 1882 the Deaf Mute Social Club was organized, with D. A. Simpson, president; W. E. Guss, vice-president; J. J. Smith, secretary; A. H. Kohinetz, treasurer; J. H. Wolf, sergeant-at-arms. Its rooms are located at 420 Market Street.

CHAPTER XLII.

PROMINENT EVENTS—MOBS AND RIOTS—DUELS—MILITARY—THE TOWNS OF CARONDELET, HERCULANEUM, AND EAST ST. LOUIS.

In September, 1806, St. Louis was excited by the return of Lewis and Clark, who had traced the Missouri to its source, passed through a defile of the Rocky Mountains, and followed the Columbia to the Pacific Ocean. They had been absent two years and a half, and their arrival at St. Louis, on their return to Washington, was an important event. The Indian chiefs who accompanied them were fêted by the chief inhabitants of the city, and so well were Lewis and Clark pleased with the people that they both became residents of St. Louis, and filled high public offices.

The first execution that ever took place in the Territory of Louisiana was on Sept. 16, 1808, when a young man was hung for the murder of his stepfather. At that time hanging was very simple. Two posts were planted a short distance apart, with a fork at the uppermost ends, and on the forks a stout beam rested, over which was swung a rope. The convict was driven to the gallows in a cart, seated in a chair, upon which he stood when the rope was adjusted to his neck. When all was ready the cart was driven away, and the condemned was left to die by strangulation.

In the *Missouri Gazette* mention is made of a Fourth of July celebration at St. Charles in 1808. Timothy Kirby was president of the day, and Francis Saucier vice-president. In the following year (1809) a similar celebration was held at Harrisonville, St. Clair Co., at the house of Capt. Tabor Washburn. Shadraek Bond presided, and Abijah Ward was vice-president. Peter Darling and other citizens fired a salute at daybreak, and at one o'clock "Mr. Murphy sang a hymn and delivered an appropriate prayer," after which Jacob Boyes made an address. A dinner followed with seventeen regular toasts and "a number of volunteer sentiments, beginning with the ladies." Among the latter who were toasted were Mrs. McClure, Miss Jane McClure, Mrs. Coats, and Mrs. Blair. Jabez Warner, afterwards constable of St. Louis, was at this celebration. He lost an arm (presumably by an explosion) on a similar occasion. At St. Louis, in the same year, the Fourth of July was celebrated by a dinner given by Capt. Webster in Lee's orchard (block No. 37), and a ball at night in the Masons' Hall.

1810. The Fourth of July was observed with a dinner at Maj. Christy's tavern. On Monday, the 24th of September, a public dinner was given by the citizens of St. Louis to Governor Howard. There was a ball in the evening at the Assembly Room.

1811. Fourth of July dinner at Christy's tavern, Governor Howard presiding. August 3d, William H. Ashley's presence in Ste. Genevieve is mentioned. On the 19th of September announcement was made of the reappointment of Gen. William Clark as brigadier-general of the Territorial militia.

On the 14th of December mention is made of the arrival in St. Louis of "Governor Howard and lady in good health." On the following Monday, December 16th, St. Louis and the surrounding country were visited by a violent earthquake. The first shock was felt about 2.30 A.M., and lasted about one and three-fourths minutes. Windows, doors, and furniture were in tremulous motion, and there was a distant rumbling noise resembling that made by "a number of carriages passing over a pavement." The sky was obscured by a thick fog, and there was not a breath of air. The temperature was about thirty-five or forty degrees Fahrenheit. At 2.47 A.M. another shock occurred, unaccompanied by any rumbling noise and much less violent than the first. It lasted about two minutes. At 3.34 A.M. a third shock, nearly as violent as the first, but without as much noise, was felt. It lasted about fifty seconds, and a slight trembling continued for some time afterwards. There was a fourth shock shortly after daylight, less violent than any of the

others, and lasting nearly one minute, and about eight o'clock there was a fifth shock, almost as violent as the first. It was accompanied by the usual noise, and lasted about half a minute. The morning was very hazy, and unusually warm for the season. "The houses and fences were covered with a white froth, but on examination it was found to be vapor, not possessing the chilling cold of frost. Indeed, the moon was enshrouded in awful gloom." At 11.30 A.M. another slight shock was observed, and about the same hour on the following day "a smart shock" occurred. No lives were lost, and the houses did not sustain much injury. A few chimneys were thrown down and a few stone houses split. The earthquake appears to have covered an extensive area in Southeast Missouri, "seaming the face of the country with yawning gulfs and submerging it with new lakes." The destruction was especially severe at New Madrid. There was a volcanic eruption, and gulfs or fissures from four to ten feet deep, and running north and south parallel with one another, were opened for miles, in some instances for five of them. On the night of Jan. 7, 1812, there was another earthquake, which inflicted much greater damage. Until the 17th of February slight shocks were felt from time to time. On the 17th occurred another terrible convulsion, which exceeded in fury all the previous ones. Gulfs and fissures broader and deeper were opened, "until high land was sunk into hollows, hollows made high land," lakes emptied into the fissures, and where there had previously been dry land "broad, sheeted lakes" created. The residents were panic-stricken, and, abandoning nearly all their cattle and household property, fled from the scene of desolation. "Wreckers" flocked to the deserted town and surrounding country, and carrying off the abandoned property in flat-boats, conveyed it to Natchez and New Orleans and sold it. The extent of country visited by the earthquake embraced a circumference of about one hundred and fifty miles, taking the Indian town of Little Prairie, near Carruthersville, as the centre. The loss of human life was small. A Mrs. Lafont died from fright, and a Mrs. Jarvis was crushed by a falling log. Flat-boats on the river were found wrecked for miles and their cargoes ruined. It is believed that some members of their crews were drowned. There were no indications of any previous earthquake in this section, and no tradition of any such visitation existed among the Shawnees, Cherokees, or Delawares. Since 1812 there have been no violent shocks of earthquake, but at intervals slight commotions have been experienced.

In May, 1812, the chiefs of the Great and Little

Osage, the Sacs, Renards, the Shawnees, and Delawares met at St. Louis to accompany Gen. William Clark to Washington City.

On the Fourth of July, Capt. McNair's troop of horse and Col. Musick's company of rifles paraded. The Declaration of Independence was read by Edward Hempstead, and an oration was delivered by James T. Hull, after which dinner was served by Maj. Christy. Silas Bent presided, and Bernard Pratte was vice-president.

1813. A Fourth of July celebration took place as usual, but no account of it has been preserved.

1814. June 18th, a large number of citizens of St. Louis assembled at the Missouri Hotel to greet the return of Governor Clark "to the bosom of his friends and family."

1817. February 22d, the first celebration of Washington's birthday took place. A dinner was given at T. Kibby's "new boarding-house," at the southwest corner of Main and the present Pine Streets, preceded by a public meeting held at Washington Hall, at which Governor William Clark presided, and Col. Alexander McNair was vice-president. At the dinner a number of appropriate toasts were drunk, and "volunteer sentiments" were proposed by the president and vice-president, Maj. Morgan, Graham, and Dorman, Capt. H. S. Geyer and N. Moore, L. W. Boggs, and Thomas Hanly.

This year was an eventful one for St. Louis. Among the more conspicuous occurrences were two duels between Thomas H. Benton and Charles Lucas. The first meeting took place on the 12th of August, when Lucas was slightly wounded in the neck, and the second on the 27th of September, resulting in the death of Lucas. On the evening of the following day, Sunday, September 28th, an affray occurred in front of Kibby's boarding-house, between William Smith, a prominent merchant, and William Thorp, which resulted in the death of Smith. During the year St. Louis made a sudden advance in improvements. In the old section of the town, on Main Street, four or five brick houses were erected by Dr. Simpson and Messrs. Pratte, Bird, Douglass, and Thomas McKnight. About a dozen frame structures were also built. On the hill, in Chouteau and Lucas' addition, laid off during the previous year, frame dwellings were erected by M. Tesson, James Sawyer, Moses Scott, and William Scott, and a small brick building, the first on the hill, for his law-office, by Matthias McGirk, on the west side of Fourth Street, above Walnut. In the same year was commenced the erection of the stone jail at the southeast corner of Sixth and the present Chestnut Streets. William Christy laid off

his addition to the old town, northwest of the present Broadway and Christy Avenue, and Lisa, Bates, and Smith their addition along the river north of Biddle Street.

The Fourth of July celebration of this year took place at Mr. Didier's orchard (afterwards Block 54). A dinner, prepared by Mr. Mills, was served, at which Col. Samuel Hammond presided, with Silas Bent, vice-president.

September 13th, return announced of Auguste P. Chouteau, Jules de Mun, Robert McKnight, James Baird, J. Harro, and others, after forty-eight days' imprisonment at Santa Fé.

In the latter part of December two soldiers named Milner and Goodwin were drowned while attempting to cross the Mississippi, which was very rough at the time, in a small boat. A Mr. Criswell, "formerly residing at the mouth of the Missouri," was also drowned about the same time.

1818. On the 9th of February an Irish Emigrant and Corresponding Society was formed. At the preliminary meeting, held at the house of Jeremiah Conner, Thomas Brady was chairman, and Thomas Hanly secretary. The initiation fee was fixed at five dollars, and Jeremiah Conner, John Mullanphy, James McGunnigle, Alexander Blackwell, and Arthur McGinniss were appointed a committee on resolutions.

On the 1st of April, 1818, the first sale of lots of the town of Hannibal, which had been just laid out, took place in St. Louis. The proprietors of the town were Stephen Rector, Thompson Baird, Thomas Rector, William V. Rector, Richard Gentry, and M. D. Bates. The location was well suited for a town, and Hannibal is now one of the most thriving cities in Northeastern Missouri.

July 4th, the St. Louis Mechanics' Benevolent Society, together with other citizens, celebrated Independence-day. Joseph Charless presided, and Charles W. Hunter was vice-president. Col. Thomas F. Riddick read the Declaration of Independence. Dinner was then served by Mr. Horrocks. In the evening, "in honor of the day," Edward Hook's "very celebrated melodrama, called 'Tekeli, or the Siege of Mongatz,'" was performed at the theatre.

1819. June 9th, meeting of citizens at Col. Riddick's auction-house to prepare for the reception of President James Monroe, then on a Western tour, and expected to visit St. Louis. After reaching Nashville, Tenn., however, he was recalled to Washington.

Fourth of July celebration in Pierre Didier's orchard. Col. Auguste Chouteau presided at dinner;

William C. Carr, Dr. Pryor Quarles, and Col. Miller, vice-presidents. There was a portrait of Washington over the president's chair, surmounted by a live eagle.

Another celebration took place at Lucas' Spring, where dinner was provided. James Loper presided; David B. Hill, vice-president.

July 28th, William H. Reno and wife were killed by lightning on the Sunday preceding this date, near the house of James Berry, about five miles from St. Louis. They had taken shelter under a tree to avoid the rain.

1820. March 17th, first celebration of St. Patrick's day in St. Louis. There was an elaborate dinner, but no public display.

1825. On the 29th of April, Gen. Lafayette was publicly received by the citizens of St. Louis, on the occasion of his visit to the United States. The announcement of the proposed visit of this distinguished hero to this country was received by the citizens of St. Louis as early as the previous September. On the evening of Friday, the 10th of that month, pursuant to notice, a number of the inhabitants of the city of St. Louis assembled at the office of the register "for the purpose of making arrangements for some public demonstration of their feelings upon the arrival in the United States of Gen. Lafayette." Gen. Bernard Pratte was appointed chairman, and Thompson Douglass secretary. It was resolved that Daniel Bissell, William Christy, Auguste Chouteau, Pierre Chouteau, Sr., Bernard Pratte, Stephen Hempstead, Sr., Alexander McNair, William Rector, William Carr Lane, Henry S. Geyer, and Archibald Gamble "be a committee to superintend and direct all arrangements for the reception and accommodation of Gen. Lafayette should he determine to visit this city, and that they be authorized to call such future meetings as they may deem proper." On the Wednesday evening following, "in pursuance of above resolution, a national salute was fired, and a display of fireworks and a general illumination took place in the evening." On the 20th of September, 1824, Daniel Bissell, chairman of the committee of arrangements, wrote Gen. Lafayette at Philadelphia, tendering a welcome on behalf of the citizens, "with an earnest hope that a visit by you to this most western city of the United States will not be incompatible with either your time or your inclination." To this Gen. Lafayette replied from Washington, under date of Feb. 5, 1825:

"The resolutions which the citizens of St. Louis and of the State of Missouri have been pleased to take in my behalf could not but excite the most lively and

deep feelings of gratitude. It has ever been my intention to visit the Southern and Western States, and to be a happy witness of the wonders produced by the spirit of republican freedom and virtuous industry in your part of the Union. Obligated as I am not to leave this city before the 24th of February, and to be in Boston for the anniversary day of the battle of Bunker's Hill, where the corner-stone of a monument is to be laid, my journey must be more rapid than I would wish; but I hope to have it in my power to present the citizens of Missouri, St. Louis, and particularly you, sir, and the gentlemen of the committee, with my affectionate and respectful acknowledgments." Gen. Lafayette, about midnight on April 25, 1825, withdrew from a brilliant ball that was being given in his honor at Natchez by citizens of Mississippi, and departed for St. Louis. On the evening of the 28th the steamboat "Natchez," with Lafayette on board, arrived at Carondelet, five miles below St. Louis, and remained there overnight. On the following morning, about nine o'clock, the "Natchez" arrived at Market Street with the distinguished visitor on board. Intelligence of Lafayette's arrival at Carondelet having reached the city the night before, almost the entire population, with large numbers of inhabitants from the surrounding country, were congregated on and about the wharf. Lafayette, accompanied by his son, George Washington Lafayette, Mr. Levasseur, his secretary, and Mr. De Lyon; Col. Morse, Col. Ducros, Mr. Prieur, recorder of New Orleans, and Mr. Caire, secretary to the Governor of Louisiana, from New Orleans; Col. Scott, from the State of Mississippi; and Gen. Gibbs, Col. Stewart, Maj. Rutledge, and Mr. Balch, from the State of Tennessee, left the steamboat and was formally received by Mayor William Carr Lane and the citizens' reception committee. After an address of welcome by Mayor Lane, and a response by Lafayette, the visitors were escorted to the mansion of Major Pierre Chouteau, where a public reception was held. Gen. Lafayette was transferred from the steamer in an open barouche drawn by four white horses belonging to Major Thomas Biddle and Judge James H. Peck. Mayor Lane, Stephen Hempstead, an old Revolutionary soldier, and Col. Auguste Chouteau occupied the barouche with him. The populace followed on foot and were most enthusiastic, as they were not only at the time of the arrival, but during the period of Lafayette's stay. Capt. Archibald Gamble's horse troop was also present at the reception. After greeting those who desired to see him, Gen. Lafayette visited Gen. William Clark, superintendent of Indian affairs, and inspected his museum of Indian curiosities. Then he was conducted around

the city, and visited the lodge of Freemasons, of which he and his son were made honorary members. He was dined at four o'clock in the afternoon. At night a ball was given in his honor, from which he retired about twelve o'clock and returned to the steamer "Natchez," where he slept. The steamer lay at the wharf during the night, and at an early hour the next morning steamed off down the Mississippi for Kaskaskia *en route* to Nashville. After the visit of Lafayette to St. Louis we are told that there was a "general propensity to bestow his name upon everything. There were Lafayette hats and Lafayette dresses, etc. It happened that a couple of men who had been celebrating the occasion undertook in the evening to settle a dispute in a summary way with the fist. It was at once a *Lafayette fight*."¹

1826. May 4th, news received of the loss of a keel-boat during a heavy gale a few miles above St. Louis. Lewis Musick and wife and one of the men were drowned.

July 28th. Proclamation by the mayor of St. Louis, W. Carr Lane, announcing the death of ex-Presidents John Adams and Thomas Jefferson, and calling a public meeting to take action thereon. At this meeting it was decided to honor the deceased by firing minute-guns from twelve to one o'clock P.M. on the following Monday. It was also decided to hold a funeral service "in the new Presbyterian meeting-house" on Sunday, and that the service should be commenced by the Rev. Mr. Horrell, to be followed by a discourse by the Rev. Mr. Giddings, and to be concluded by the Rev. Mr. Monroe. Hon. James H. Peck, Henry S. Geyer, Edward Bates, Edward Tracy, and Joseph C. Laveille were appointed a committee to carry the decisions of the meeting into effect.

In September the jail was broken open by the prisoners, and among the number who escaped was John Brewer, who was to have been hanged the day following for perjury. He was never recaptured.

In 1826 an act was passed by Congress for the erection of an arsenal somewhere near St. Louis. Some time in the following year it was commenced, but it was many years after before the buildings connected with it were completed in South St. Louis, where it still stands.

In 1830 a bridge was erected across Mill Creek, at the intersection of Fourth and Fifth Streets, and

St. Louis at that time gave indications of rapid advancement.

1832. In July, 1832, on the reception of the news that President Jackson had vetoed the bill providing for the recharter of the Bank of the United States, there was an indignation meeting of the citizens of the county and city of St. Louis held at the court-house. Dr. William Carr Lane presided, and James L. Murray was secretary. Resolutions were drafted strongly expressive of indignation by a committee consisting of Messrs. Edward Bates, Pierre Chouteau, Jr., George Collier, Thornton Grimsley, Henry S. Geyer, and Nathan Ranney. Dr. George W. Call and Messrs. Frederick Hyatt, Matthew Kerr, Asa Wilgus, Thomas Cohen, and R. H. McGill also took an active part in the meeting.

1835. In this year the citizens opened an active campaign on the gamblers, idlers, and other characters whose influence was pernicious to society. An ordinance was secured from the City Council, and several of the leading offenders were imprisoned. This proved effectual, and the city was soon freed of the dissolute class.

In the same year a meeting of the citizens was called, in pursuance of a proclamation by John F. Darby, the mayor, for the purpose of memorializing Congress to let the Great National road, which was then being built, cross the Mississippi at St. Louis in its extension to Jefferson City. The mayor presided, and George K. McGunnege was secretary. A committee was appointed to draft the memorial.

Immediately following the railroad convention in 1835 a murder was committed in St. Louis which aroused the citizens to such a degree that the offender was burned at the stake. The murderer was a powerful mulatto named McIntosh, who had been arrested for interference with officers while in the discharge of their duty. On the way to the jail, in charge of Deputy Sheriff George Hammond and Deputy Constable William Mull, the negro released himself, and drawing a long knife, stabbed Mull; Hammond, on attempting to assist his brother-officer, was also attacked by the prisoner, who at a single blow cut the officer's throat, killing him instantly. McIntosh then fled, pursued by Mull, and citizens joining in the chase he was soon recaptured and imprisoned. The news of the murder spread throughout the city and created intense excitement and indignation, which was increased by the wailings of the wife and children of the murdered man, who gathered about his corpse as it lay in the street. Citizens to the number of a thousand soon collected and proceeded to the jail for the purpose of hanging the murderer, but deeming

¹ At the time of Lafayette's visit to St. Louis there was an old Frenchman living there named Alexander Bellissime, who had been a soldier under Lafayette in the Revolutionary war. Bellissime made himself known to his old commander, who embraced him with much feeling, and the scene which ensued is described as very affecting.

that the crime justified a greater requital, the sentiment changed in favor of burning. The negro was accordingly dragged to the bank of the river, where he was tied to a tree, and a pile of dry, resinous wood was arranged about him. This was ignited, and thus the negro expiated his atrocious crime by being burned alive. The place where the negro was burned is now Tenth and Market Streets, then a common.

1833. June 27th, a destructive storm passed over the city about 8.30 p.m. Houses were blown down and unroofed, walls demolished, trees uprooted, etc. The damage was confined to the Middle and North Wards. The cupola of the Episcopal Church was blown off, and the North Ward market-house was leveled with the ground. A portion of the Methodist Church was also carried away. One colored woman was killed by lightning and several persons were injured.

1837. August 9th, J. Sylvester's jewelry store was robbed of from fifteen hundred to two thousand dollars' worth of jewelry while the proprietor was absent at dinner.

October 12th, Mrs. Hamilton, widow of Alexander Hamilton, arrived in St. Louis on her way East from a visit to her son, Col. William S. Hamilton, of Wisconsin.

1838. February 22d, subscriptions asked for a dinner to be given to Gen. Gaines at the City Hotel on the following day. The committee of arrangements were William Glasgow, Col. William Chambers, Aug. Kennerly, F. W. Risque, J. C. Dennis, T. L. Fontaine, John R. Scott, Henry Smith, J. W. Folger, Col. J. W. Johnson, Col. J. C. Laveille, G. K. McGunegle, S. W. Wilson. At the dinner, which is described as having been a brilliant affair, Mayor William Carr Lane presided, assisted by Gen. John O'Fallon. Gen. Gaines responded to a toast in his honor.

October 12th, a ball was given by the citizens of St. Louis at the City Hotel in honor of Governor Boggs.

1838. In the summer of 1838, Judge Thomas M. Dougherty, of the County Court, accompanied by Linton Sappington, was coming to St. Louis, but the latter stopped at the grocery store of Mr. Bussel, immediately upon the road. A few moments later, when Mr. Sappington rode onward, about a quarter of a mile from the store, he discovered Judge Dougherty weltering in his blood a little distance from the roadside. He was breathing heavily, and died before he could be removed. There was much excitement regarding the murder, and although a thousand dollars was offered for the discovery and

conviction of the murderer, he was never apprehended.

1840. In this year, Andrew J. Davis, proprietor of the *Argus*, was assaulted with an iron cane by William P. Darnes, in consequence of a personal attack made on the latter in the columns of the paper. Mr. Davis died from the effects of these wounds. Mr. Darnes was tried, convicted of manslaughter in the fourth degree, and was fined five hundred dollars.

1841. August 14th, Mr. Hobart ascended in "a balloon of mammoth dimensions" from an inclosure in the upper portion of the city.

November 8th, a meeting of "the friends of Ireland" was held at the court-house for the purpose of organizing an association. Hon. Luke E. Lawless presided. The following officers were elected: Col. John O'Fallon, president; L. E. Lawless, James Clemens, Jr., vice-presidents; Julius D. Johnston, corresponding secretary; John P. McNeal, recording secretary; Edward Walsh, treasurer.

A constitution and by-laws were adopted, and the following committee to solicit subscriptions was appointed: First Ward, D. Carton, John Corcoran; Second Ward, J. G. Barry, P. M. Dillon; Third Ward, William Tighe, Michael Kelly; Fourth Ward, John Donald, John Rice; Fifth Ward, Hugh O'Brien, Mathew Hogan.

In November of this year the Prince de Joinville and suite arrived in the city from the upper Mississippi, and left five days later on board the steamboat "Boston" for Louisville and Pittsburgh. During his short sojourn he was waited upon by many of the citizens, especially the French.

1842. In June ex-President Martin Van Buren visited St. Louis and was accorded a public reception, incident to which there was a civic and military parade.

1843. March 29th, a meeting held at Concert Hall to explain and defend the doctrines of Millerism was broken up by a riotous assemblage, which pelted the speaker with eggs. June 3d, Dr. Lardner, the scientist, arrived in St. Louis.

On the 8th of May, Col. R. M. Johnson, the popular Kentucky veteran, reached St. Louis and was received with a popular demonstration, in which the military were most conspicuous. Col. Johnson remained until the 12th, and was fêted constantly during his stay. The committee on reception were Messrs. N. Ranney, C. Mullikin, T. H. Holt, A. Wetmore, William Palin, John O'Fallon, William Milburn, John M. Wimer, J. B. Col, J. C. Lawless, Hardage Lane, O. D. Filley, J. B. Bowlin, F. Kennett, John M. Krum. In May other distinguished

visitors were in the city, among the number Hon. John J. Crittenden, senator, and William J. Graves, member of Congress from Kentucky, the Hon. J. Philips Phoenix, member of Congress elect for the city of New York, Professor Silliman, the eminent scientist, Josiah Quincy, Jr., and Charles F. Adams, of Massachusetts.

1845. December 22d, the two hundred and twenty-fifth anniversary of the landing of the Pilgrims at Plymouth Rock was celebrated at the Second Presbyterian Church.

1847. In 1847 a meeting of "the friends of Ireland" was called, at which Col. John O'Fallon presided and Christopher Garvey was secretary. The meeting was for the relief of the sufferers in Ireland, and to carry out its object the following were chosen as committee: Col. J. O'Fallon, Col. Joshua B. Brant, George Collier, Judge Bryan Mullanphy, Capt. John Simonds, Edward Walsh, John Finney, Col. Robert Campbell, Eugene Kelley, William Lindsay, Col. T. Grimsley, H. Von Phul, R. M. Rennick, A. Elliott, George Buchanan, George K. McGunnege, A. Vinton, J. E. Yeatman, A. Piggott, P. Slevin, and Capt. William Rowe.

There were meetings held also of Scotch citizens and those of Scotch descent to relieve the destitution of that country. Taking the lead for the relief of Scotland was Kenneth Mackenzie, Col. A. D. Stuart, H. Ogden, T. M. Taylor, T. S. Rutherford, Thomas Webster, John S. Thompson, W. B. Barber, James Moffat, Thomas Primrose, N. E. Janney, William Strachan, Judge Ferguson, and D. A. Marshall.

Anniversary Celebration of the Founding of St. Louis.—On the evening of 22d of January, 1847, a large meeting of citizens was held at the Planters' House to consider the expediency of celebrating the anniversary of the founding of St. Louis, Feb. 15, 1764. On motion of L. V. Bogy, Archibald Gamble was appointed chairman, and Judge A. W. Manning secretary. Col. Bogy explained the object in view, and the following resolution was adopted:

"Resolved, That we will celebrate the approaching anniversary of the founding of St. Louis, on the 15th of February, by a public oration, dinner, and ball."

On motion of Col. T. Grimsley, the following committee of arrangements was appointed: Col. Thornton Grimsley, Hon. B. Pratte, Ed. Walsh, Ed. Tracy, P. M. Dillon, Archibald E. Orme, Martin Thomas, Asa Wilgus, Samuel Treat, Robert Campbell, William Risley, Peter Ferguson, Sullivan Blood, James J. Purdy, John F. Darby, John Finney, Louis A. Lebeaume, H. F. Christy, Wilson Primm, D. B. Hill, Pascal Cerré, George Collier, Henry Von Phul, John B. Sarpy, Thomas Andrews, Charles Keemle, J. M. Field, A. B. Chambers, L. V. Bogy, David Tatum, Henry S. Geyer, John Shade, Edward Bates, James Clemeus, Jr., Nathan Ranney, Edward Charles, John O'Fallon, Fred. R.

Conway, Capt. Gregory Byrne, C. C. Cady, J. D. Learned, William C. Lane, P. G. Camden, Ferdinand Kennett.

A committee was also appointed to wait on the venerable Pierre Chouteau, Sr., brother of Auguste Chouteau, who assisted Laclede in laying out the town, and invite him to participate in the celebration. The committee consisted of John O'Fallon, William C. Carr, and William Milburn. A motion was adopted that the city newspapers be requested to publish the proceedings of the meeting. At a meeting of the committee appointed to take charge of the necessary preparations, held at the Planters' House, subsequent to the meeting above mentioned, Col. Thornton Grimsley in the chair, and J. M. Field acting as secretary, it was "*Resolved*, That a meeting of the committee be held at the Planters' House the following evening, to take action on the subjects confided to their charge." At a meeting of the same committee, held several days later, definitive action was taken on all the propositions submitted except the dinner, and consideration of that subject was postponed. The announcement was made that Wilson Primm, a descendant of one of the founders of St. Louis, and himself a distinguished lawyer, had accepted the appointment of orator of the day, and it was determined that there should be a procession through the principal streets to the rotunda of the court-house, where the oration was to be delivered. Col. Thornton Grimsley was appointed chief marshal, and it was agreed that there should be a ball in the evening at the Planters' House.

Considerable opposition to the proposed ball was developed, and it found expression in a meeting called "to consider the propriety of striking out that part of the programme (relating to the dinner and ball) and adding such other measures as will give all an opportunity of participating." In pursuance of this call, a meeting was held at the Planters' House on the 28th of January, George Knapp presiding, and A. P. Ladew acting as secretary. Resolutions were adopted to the effect that the programme as originally agreed upon, embracing an ovation, a public dinner, and a ball, was "the most appropriate and fitting for the occasion." It was also agreed that those present should use every means in their power to render the festival worthy of the occasion and the city. This seems to have finally disposed of the objections raised, as we hear of no further opposition. In order to provide against the contingency of unfavorable weather, it was decided that should the day prove inclement the place for the delivery of the oration should be changed from the rotunda of the court-house to the theatre. The precaution, however, proved unnecessary,

as the day of the celebration, according to contemporary chroniclers, was mild and clear.¹

At eight o'clock, Col. Thornton Grimsley, grand marshal, accompanied by the aids and assistant marshals, all on horseback, the volunteer artillery company, Lieut. Holzseheiter commanding; a portion of the Phoenix Fire Company, under the direction of Henry Pilkington and bearing the banner of the company, on which was a representation of the landing of Laeède; the Washington Brass Band, directed by Mr. Barkley, and a fife and drum corps, under the command of Drum-Major Roques, assembled on Water Street, about midway of the block between Market and Chestnut, on the spot where Laeède landed on his return from Fort de Chartres in 1764. At the same hour a national salute of twenty-nine guns was fired, and was followed by salutes in honor of Laeède, Thomas Jefferson (two guns), and the cession of Louisiana to the United States (three guns). These salutes were responded to by salvos from the boat-yards in the upper part of the city. After the national salute the Washington Band played the "St. Louis Imperial March," composed for the occasion. About nine o'clock the following officers of the celebration had assembled at the Planters' House:

Committee of Arrangements.—Col. T. Grimsley, B. Pratte, Edward Walsh, Edward Tracy, P. M. Dillon, A. E. Orme, Martin Thomas, Asa Wilgus, S. Treat, Col. R. Campbell, William Risley, P. Ferguson, S. Blood, J. J. Purdy, J. F. Darby, J. Finney, L. A. Lebeaume, Edward Charles, H. F. Christy, W. Primm, D. B. Hill, Pascal Cerré, George Collier, Henry Von Phul, John B. Sarpy, Thomas Andrews, Charles Keemle, J. M. Field, A. B. Chambers, L. V. Bogy, D. Tatum, Henry S. Geyer, John Shade, Edward Bates, James Clemens, Jr., Nathan Ranney, John O'Fallon, Fred. R. Conway, Capt. Gregory Byrne, C. C. Cady, Gen. J. D. Learned, Dr. William C. Lane, P. G. Camden, Ferdinand Kennett, J. A. Sire.

Grand Marshal, Aids, and Assistants.—Col. Thornton Grimsley, grand marshal; Aids, Col. Charles Keemle, Hon. David Chambers; Assistant Marshals, First Ward, B. A. Soulard, Allison Merrill, E. W. Paul, D. B. Hill, John Fulton, Henry C. Lynch, F. W. Beekwith, Samuel H. Pilkington, John Dunn; Second Ward, G. G. Presbury, M. L. Cerré, Henry Almsted, A. Lemp, Adolphe Paul, Wm. Cozzens, Richard Dowling, C. A. Schnabel, Fred. Kretschmar, Dr. John Shore; Third Ward, Thomas Campbell, Daniel Finch, John Hanson, Thomas Gray, C. L. Hunt, John J. Anderson, A. Brewster, V. Staley, George A. Colton; Fourth Ward, Dr. B. B. Brown, H. J. Clayton, David Tatum, Robert Barth, Nathaniel Coleman, J. B. Gerard, Wm. A. Lynch, Charles Walton, Charles H. Peck, William C. Essex; Fifth Ward, James M. Allen, H. M. Snyder, J. G. Shands, A. H. Glasby, Charles E. Loring, Daniel R. Garrison, J. E. D. Cozens, Charles P. Pond, George A. Gannett, Wm. O. Shands;

Sixth Ward, R. B. Austin, S. V. Farnsworth, W. G. Clark, C. W. Lightner, N. Aldrich, Peter Brooks, C. W. Schaumburg, C. R. Anderson, Gregory Byrne, John R. Hammond.

In addition to the above were the following invited guests, men who were residents of St. Louis or the surrounding country at a very early day, some of them before the transfer of the Territory to the United States:

Pierre Chouteau, Pierre Chouteau, Jr., Paul L. Chouteau, Simon Sanguinet, R. Dufrene, Vincent Guion, H. Sappington, J. Baptiste Hortiz, G. S. Choutcau, J. Baptiste Belcour, John Perry, Antoine Schmidt, L. S. Martin, Louis Lemonde.

A number of other gentlemen, including the Governor, State officers, and judges of the Supreme Court, were unable, owing to ill health and other causes, to be present. The various organizations which were to take part in the procession appeared at the points of formation at an early hour, and the spectacle, as they marched through the streets, was very enlivening. Flags and festoons were suspended from the windows of many buildings, and the decorations along the route of the procession were especially handsome and profuse. Business was almost entirely suspended, and the streets were thronged with interested spectators. The assemblage in front of the court-house, where the oration was delivered, was immense. The formation of the line commenced at ten o'clock, and the procession moved half an hour later in the following order:

The Chief Marshal and his Aids.

The Washington Brass Band.

The military as follows:

St. Louis Grays, under command of Capt. West.

N. A. Rangers, under command of Lieut. Barnes.

Fusiliers, under command of Capt. Wagener.

Jaegers, under command of Capt. Korponay.

Artillery, under command of Lieut. Holzseheiter.

Dragoons, under command of Lieut. Steitz.

The whole of the military under the immediate command of Lieut.-Col. Kennett, of the St. Louis Legion.

Following the military came the Apprentices' Library Association, Joseph F. Schiefer, marshal. This association carried the banner of the committee of arrangements. In the front of the line it bore the national flag with a streamer, on which was the name of the association, and in the rear the banner presented to the committee of arrangements by the ladies of St. Louis, through S. Rimmer. This banner was of satin, with the name "Laeède" embroidered on one side, and the words "Our City" on the other. Next in order after the Apprentices came the committee of arrangements, two and two, wearing red badges, and following them the invited guests. In an open carriage was seated the aged Pierre Chouteau, president of the day. Mr. Chouteau was then considerably over ninety years of age. He was accompanied by

¹ "The morning," says the *St. Louis Republican* of February 17th, "opened mild, with a hazy and dense atmosphere, not unlike a morning in Indian summer, and the streets generally were dry and the walking pleasant. Nature seemed to have given just such a day as suited the occasion."

his sons, Pierre Chouteau, Jr., and Paul Liguette Chouteau, and by Gabriel S. Chouteau. Four Indians mounted on horses acted as a guard of honor to Mr. Chouteau. In the next carriage were the Hon. William C. Carr, Col. J. O'Fallon, and Gen. William Milburn, the committee of invitation to Mr. Chouteau. Then followed in another carriage other invited guests. The next feature of the procession was a representation of the "General Pike," the first steamboat that arrived at St. Louis.¹

In the wake of the "General Pike" marched a long procession of boatmen and boys, after whom followed a model, drawn on wheels, of the steamer "Laclede," then considered to be one of the finest vessels on the Mississippi River. The "Laclede" was named for the founder of St. Louis, and was built in that city. After this model came the mayor and city officers, two and two, followed by the various companies of the fire department in uniform and in the order of their incorporation, which was as follows:

1st. The Central Hose Company, preceded by their officers, with flags; next their engine, drawn by four black horses.

2d. The Union, No. 2, Hose Company, their hose dressed in blue, corresponding with the uniform of the men, and their engine, drawn by the company.

3d. The Washington Hose Company, and the engine, drawn by four gray horses, bearing a banner, on which was the likeness of General Washington; dress, yellow.

4th. Tiger Hose Company, which was attached to the St. Louis Engine Company, in scarlet uniform. They carried with them a triangle and gong, "with which they saluted the public as they passed."

5th. The Missouri, preceded by their banner. Following this were a number of Indians in full costume; then the hose company, and the engine, drawn by four gray horses.

¹ This vessel, commanded by Capt. Jacob Reed, arrived at St. Louis in July, 1817. The miniature representation was about twenty feet long, and its hull was that of a barge. The wheels were exposed, and she was propelled by a low-pressure engine, with a single chimney and a large walking-beam. The crew were supplied with poles, and when the current was too strong for the vessel's steam-motor they used the poles to assist in propelling her. The model was mounted on wheels and drawn by eight horses, and was manned by a crew of steamboat captains. Capt. Throckmorton paced the deck, telescope in hand, and directed the movements of the little vessel. From the log-book of the "voyage" it appears that the crew was made up as follows:

J. Throckmorton, master; George Ransom, mate; Thomas Nelson, pilot; Charles La Barge, steersman; J. C. Burkinbine, starboard deck hand; Charles Conroy, larboard deck hand; John Lee and N. J. Eaton, firemen on the first watch; and Hugh Campbell and John Shaw, firemen on the second watch.

6th. The Liberty, preceded by their banner. The carriage was dressed with flowers, and the men wore handsome uniforms. The engine was drawn by six dun horses.

7th. The Phoenix, preceded by a banner provided for the occasion. On the front was represented the landing of Laclede. He occupied the foreground. To his left was a surveyor, who had drawn a plot of the town, and was exhibiting it on the ground. Behind him stood a number of hunters and trappers, and in the rear was the rocky bluff that once showed itself along the shore. On the left the disembarkation of the goods and effects of the pioneers was going on, and in the rear an interpreter was endeavoring to make friends with the Indians. In a scroll above was the name of Laclede, and below the date of his landing. On the reverse of the banner was a phoenix rising from its ashes, with the name of the company and the date of its incorporation.

8th. The Franklin, preceded by a banner with the portrait of Franklin upon it. The hose company and members made a fine appearance, their yellow fire-hats and black capes with gilt letters making them very conspicuous. Their engine was drawn by four bay horses.

Next in order was the Hunting Club, all the members being in full hunters' costume, and provided with horns, buck-tails, and double-barreled shot-guns. Capt. Maedonough's horse supported on his head a large pair of buck's horns. The club was headed by the president and vice-president, Capt. Cohen and Green Erskine, respectively. Following the Hunting Club came the Hibernian Society, preceded by a band of music, and wearing green sashes, and carrying their banner, the harp of Erin. To this organization succeeded a procession of maskers, in carriages and on horseback, wearing grotesque costumes. Next came an omnibus drawn by four horses and filled with citizens. The omnibus was followed by Henry Dolde's ear, heavily laden with bread, and next in order were the public schools. School No. 3, under D. Armstrong, headed the line. It was followed by the Sixth Ward school, and the rear was brought up by School No. 1.

In the line was borne a banner prepared for the occasion, and presented to the schools by the Board of School Directors. It was decorated with a painting of Minerva, goddess of wisdom, and appropriate emblems and inscriptions. After the schools came the lodges of Masons and Odd-Fellows, both orders being in full regalia, and bearing a number of handsome banners. The Odd-Fellows numbered three hundred, and were under the command of their chief

marshal, C. M. Valteau. The city lodges marched in the order of seniority, as follows: Excelsior, No. 18; Missouri, No. 11; St. Louis, No. 5; Germania, No. 3; Wildey, No. 2; and Travelers' Rest, No. 1. Next came the encampment, under the immediate control of the Most Worthy Grand Chief Patriarch, Gerard B. Allen. Lastly came the Right Worthy Grand Lodge. The Most Worthy Grand Master, Isaac M. Veitch, brought up the rear.

The Odd-Fellows were followed by a deputation of brewers, the firms of Lemp, McHose & English, G. Snyder and Winckelmeier being represented. At the head of the procession was a mammoth cask, drawn by four gray horses, on which was seated a representation of the king of Flanders and Brabant, the reputed inventor of beer, bearing a pitcher of the foaming beverage. There were also three large casks surrounded by the implements of brewing. Behind the brewers marched the coopers. At the head of their line was an immense cask on a car drawn by four horses. Seated on the cask was a master-cooper, and several coopers walked on either side holding ribbons attached to the cask. After them marched along line of coopers, bearing implements of their trade. Next followed a wagon belonging to D. Colver's brewery, and behind it came the free school of St. Louis University, numbering seven hundred pupils, which, in turn, was succeeded by the students of the university. Following these was Mr. Wyman's High School, numbering one hundred and seventy-five scholars, and bearing several handsome banners, one of which had been presented by the pupils of "Edgewater Seminary." Then followed the Evangelical German Lutheran School, and a printing-press in a car, with several boys engaged in printing and distributing an ode composed for the occasion on behalf of the Typographical Association by John P. Shannon. Following the press came a long line of printers, including the St. Louis Typographical Association, after whom marched the Society of Saddle, Harness, and Trunk-Makers, Oscar F. A. Scruggs, marshal. They were followed by the St. Cecilia Society in carriages, and by citizens in carriages and on horseback.

The procession moved from Fourth, along Market, into Fifth Street, down Fifth to Carondelet Avenue, where it wheeled into Second Street; up Second Street to Spruce, along Spruce to Fourth, up Fourth to Washington Avenue, along Washington Avenue to Fifth, up Fifth to Franklin Avenue, along Franklin Avenue to Sixth, down Sixth to Washington Avenue, along Washington Avenue to Fifth, down Fifth to Chestnut, along Chestnut to Fourth, where

the line was countermarched. When the head of the procession, on its way down Fifth Street, reached the centre of the block between Chestnut and Pine, the rear was at the hospital, corner of Fourth and Spruce Streets. After marching as far as practicable, for it was soon evident that the width of the street did not admit of the whole line making this evolution, the procession was dismissed.

The Washington Band then played the "Marseillaise," after which the pupils of School No. 3, who had occupied a position in front of the speakers' stand, sang an ode written for the occasion and set to the tune of "The Old Granite State." The band then rendered a march specially composed for the celebration.

A stand had been erected on the sidewalk on the east side of Fourth Street, fronting the court-house. An immense assemblage filled the street from Market to Chestnut Streets, and back to the court-house and the court-house yard. On the platform were seated among others the four Indians who constituted Mr. Chouteau's body-guard. When the music had ceased, the grand marshal, Col. Thornton Grimsley, introduced Wilson Primm as the orator of the day.

Mr. Primm began his address with a historical review of French conquest and colonization in the valley of the Mississippi, and then proceeded to describe the cession of that country's territory in the valley to Spain, and subsequently to the United States, the surrender of Fort de Chartres to England, and the settlement of St. Louis, and narrated at length the political and economic history of the city.

After the oration the committee of arrangements, the invited guests, the marshal and his aids and assistants, and a number of citizens assembled at the Planters' House, where a collation had been prepared. At the table the following officers presided:

Gen. John Ruland, President.

VICE-PRESIDENTS.

John F. Darby.	Asa Wilgus.
H. Von Phul.	Dr. Robert Simpson.
F. R. Conway.	Col. John O'Fallon.
Dr. B. G. Farrar.	Wyllis King.
Edward Bates.	Col. J. B. Brant.

Col. Charles Keemle, *Toast-master.*

The sub-committee on the dinner consisted of Col. F. Kennett, Joseph M. Field, Edward Walsh, Henry S. Geyer, John F. Darby, Samuel Treat.

Pierre Chouteau, president of the day, was seated immediately on the right of Gen. Ruland. The vice-presidents presided at the different tables. Preparations had been made to seat twelve hundred persons, but owing to the belief that there would be too great an assemblage for comfort, many were de-

tered from attending, and there were not more than four hundred persons present. John F. Darby, first vice-president, called the meeting to order. After dinner was over, the first toast, "The Founders of St. Louis," was read by Col. Charles Keemle, toast-master, and repeated by D. Armstrong. It was responded to by L. V. Bogy, on behalf of Mr. Chouteau, and Mr. Bogy proposed, in the name of Mr. Chouteau, a toast to the memory of Pierre Liguete Laeède, the founder of St. Louis. After the toast had been drunk in silence and standing, Mr. Chouteau rose, and in a few remarks in the French language bore testimony to the purity, simplicity, and honesty of the early inhabitants of St. Louis. The band then played the "Laeède March," composed for the celebration.

The toast "Missouri" was not responded to, owing to the absence of Governor Edwards, and Col. Campbell, the Governor's aid, proposed the sentiment "The City of St. Louis,—one of the many instances in which we are indebted to the sagacity of Indian traders for the selection of the site of a commercial city." G. W. Jones, of Iowa, responded to the toast "The Union," after which a letter was read from the Hon. R. W. Wells, regretting his inability to be present. Another toast to St. Louis was responded to by William C. Carr and Mayor P. G. Camden. The following toasts were also drunk: "The Orator of the Day," responded to by Wilson Primm; "The Western Hunter and Trapper," responded to by Hon. Thomas Allen and Mr. Crockett; "Our Army,—the Volunteers and Regulars," responded to by Col. Ferdinand Kennett; and "The Press," responded to by A. B. Chambers. After the toast to "Law and Medicine," Mr. Chouteau, the guest of the evening, who was in feeble health, rose to retire, and was greeted with three cheers twice repeated. As he withdrew the band played "Hail to the Chief," and the company remained standing. Edward Bates replied to the toast "Law and Medicine," and the remaining toasts and those who responded were the following: "Public Education," by the Rev. Dr. Goodrich; "Thomas Jefferson," by Mr. Polk; "Western Boatmen," by Capt. Eaton; and "The Mothers of St. Louis," by John F. Darby. A letter of regret at his inability to attend, owing to indisposition, was read from S. Labadie. Col. Thornton Grimsley then announced that the Laeède banner, made by the ladies of St. Louis, would be presented to Pierre Chouteau, the only person living who had seen Laeède. Mr. J. S. Robb made a humorous speech, and brief addresses were made by Col. John O'Fallon, Gen. Ruland, who gave the health of Grand Marshal Grimsley, G. R. Taylor, and Mr. Treat, of the *Union*

newspaper; Mr. Polk, who proposed a toast to the memory of Governor William Clark; Mann Butler, who toasted the memory of George Rogers Clark; Col. Brant, the memory of Gen. Henry Atkinson; Gen. Ranney, the memory of Capt. Reed; Mr. Field, who proposed the health of "our worthy host," S. Rimmer; Nathaniel Paschall, who toasted the memory of Col. Auguste Chouteau; Mr. Cady, the health of Nathaniel Paschall, "one of the pioneers of the St. Louis press;" Mr. Curtis, the memory of Joseph Taylor, the companion of Laeède, and who first built a mill in St. Louis; N. E. Janney, who offered a toast to "Romulus and Laeède; and J. S. Robb, who proposed the health of Col. Keemle, the oldest printer west of the Mississippi. Dr. Linton and J. M. Holmes also made addresses. The health of Henry Von Phul, the oldest merchant in St. Louis, was drunk with enthusiasm. After several more toasts had been offered the banquet terminated.

Between eight and nine o'clock in the evening the ball, with which the celebration closed, commenced at the Planters' House. There was a very large attendance, and the entertainment is described as having been of a most brilliant and successful character.

The managers of the ball were—

Joseph A. Sire, Bernard Pratte, Charles Chouteau, Frederic L. Billon, Amedee Vallé, Michael L. Cerré, Charles Cabanné, William L. Ewing, Joseph Boujou, Henry Von Phul, S. B. Churchill, James Clemens, Jr., H. S. Geyer, G. W. Goode, Jefferson R. Clarke, Charles F. Tracy, N. Berthoud, W. H. Belcher, D. B. Morehouse, John H. Ferguson, Richard Brewster, Gen. Milburn, Thomas Andrews, John G. Shelton, David D. Hill, John Withnell, R. M. Parks, John S. Watson, A. B. Chambers.

The sub-committees were—

Sub-Committee of the Committee on Arrangements, having special charge of the preparations for the ball, George Collier, John B. Sarpy, Gen. B. Pratte, E. Charles, J. Clemens, Jr., C. C. Cady, Col. T. Grimsley.

Sub-Committee on Invitations, A. B. Chambers, F. R. Conway, J. B. Sarpy, H. Von Phul.

Sub-Committee on Finance, Col. R. Campbell, Capt. S. Blood, William Risley, Capt. J. A. Sire.

Sub-Committee on Procession and Oration, Col. Lewis V. Bogy, Asa Wilgus, Col. Charles Keemle, Gen. N. Ranney, Capt. G. Byrne, David Tatum.

1847. In August, Gen. Phil Kearney arrived in the city and received his friends at the Planters' House.

1848. January 21st, a mass-meeting of Germans, for the organization of a society for the furtherance of the republican cause in Germany, was held at the court-house. William Palm was elected chairman, and William D'Oench, Charles Huth, John Kern, L. Braun, Louis Bach, Joseph Pfeiffer, George A. Krug, Dr. Wiebe, and Charles Muegge, vice-presi-

dents, and Arthur Olshausen, secretary. At a previous meeting, held Dec. 27, 1847, an address had been delivered by Frederick Hecker. Subsequently an address to the German nation was prepared and forwarded to Germany. The following officers were elected: President, William Palm; Vice-President, Col. Waldemar Fischer; Recording Secretary, O. Beckendorff; Corresponding Secretary, Dr. A. Hammer; Treasurer, John Kern.

1852. July 12th, many houses draped in mourning for Henry Clay, who died June 29th. At night there was an immense torchlight procession. The officers were: Grand Marshal, Thornton Grimsley; Aids, Col. A. B. Chambers, C. Kribben; Assistant Marshals, Henry N. Hart, Isaac H. Sturgeon, Basil Duke, Frederick Kretschmar, Augustus H. Linn, Leo D. Walker, D. T. Wright, J. C. Edgar, Lucien Carr, J. T. Camp, Dr. John Shore.

The procession moved down Fifth Street to the intersection of Fourth and Fifth Streets, up Fourth to Locust, up Locust to Fifth, up Fifth to Washington Avenue, up Washington Avenue to Eighth, down Eighth to Olive, up Olive to the Lucas Place.

The following was the order of procession:

Marshal and his Aids.

St. Louis Brass Band.

St. Louis Grays, Capt. Knapp.

Missouri Jaegers, Capt. Schaeffer.

(With their respective banners furled, shrouded in crape.)

Bishop C. S. Hawks, Chaplain, and Uriel Wright, Orator.

Rev. S. S. Gassaway, Rector of St. George's; Rev. Mr. Leech, Rector of St. Paul's.

Then came the pall-bearers in twenty carriages. They were Col. Thomas H. Benton, John D. Daggett, Thomas Andrews, Matthew Kerr, Robert Simpson, Gabriel Chouteau, Edward Tracy, F. Dent, P. Chouteau, Jr., J. B. Sarpy, Henry Von Phul, Peter Lindell, Jesse G. Lindell, Beriah Cleland, Maj. Richard Graham, Sullivan Blood, John Smith, Thornton Grimsley, V. J. Peers, George H. Kennerly, Gen. William Milburn, William Waddingham, David B. Hill, John Finney, Col. John O'Fallon, William Finney, Lewis Bissell, Edward Walsh, J. Clemens, Jr., Archibald Gamble, John K. Walker, Peter Ferguson, Hamilton R. Gamble, Phineas Bartlett, H. G. Renard, Charles Chambers, Robert Wash, John Goodfellow, James J. Purdy, Emanuel Block, Isaac A. Letcher, Andrew Elliott, James C. Sutton, Marshall Brotherton, Louis A. Lebeaume, Bernard Pratte, L. A. Benoit, John H. Gay, James H. Lucas, Henry Shurlds, P. D. Papin, John Simonds, William Glasgow, William Renshaw, Jr., William G. Pettus, Joseph A. Sire, Nathaniel Paschall, Charles Keemle, Elkanah English, Michael S. Cerré, Henry Chouteau, John Rice, Samuel Hawken.

Immediately behind the hearse was the American flag, furled and shrouded in crape, and borne by three members of the United Order of American Mechanics, viz.: State Councilor, M. B. Laughlin; Vice State Councilor, J. L. Faucett; Secretary, I. L. Bailey. Afterwards followed the

Funeral Car, drawn by six horses.

Committee of Arrangements.

Mayor.

City Council and Executive Officers of the city.

Judges of all the Courts.

Members of the Bar and Officers of the Courts.

Officers of the Army and Navy of the United States.

Union Swiss Guards, Capt. Fry.

Lafayette Guards, Capt. Vanhover.

Washington Grenadiers.

(With their respective banners furled and shrouded with crape.)

Order of Ancient Free and Accepted Masons.

Independent Order of Odd-Fellows.

United Order of American Mechanics.

Hibernian Benevolent Association.

German Benevolent Society.

All other Scientific, Literary, and Charitable

Associations, in the order they arrived

on the ground.

St. Louis Fire Companies,

in the order in which they arrived.

Citizens on foot.

Missouri Dragoons, Capt. Brinkman.

Missouri Artillery, Capt. Almstead.

Citizens in carriages.

Citizens on horseback.

Besides these were the association of German Gymnastics, the students of St. Louis University, the society of steamboat engineers, and various other bodies. A number of transparencies were borne in the procession, among them one by the "St. Louis Printers' Union," T. G. Forster, marshal. Several of the engines and carriages of the fire department were handsomely decorated. On the 13th a large assemblage gathered in the space in front of Yeatman's Row to listen to a eulogy upon the character of the dead statesman, delivered by Maj. Wright.

In 1848, at a time when excitement ran high over the victories of the American army in Mexico, the intelligence of the revolution in Paris was received with great enthusiasm, and there was a large meeting held on April 19th; Judge John M. Krum was chosen president, and Alexander Kayser, David Chambers, Judge Bryan Mullanphy, and John F. Darby, vice-presidents, and C. E. Lebeaume, Lewis Cortambert, and Alexander J. P. Gareschè, secretaries. The meeting was largely attended, but it was only preliminary to a general mass-meeting that was in contemplation, for which a committee was appointed to prepare an address and suitable resolutions, consisting of R. S. Blennerhassett, James Lemen, Daniel H. Donovan, John F. Darby, Wilson Primm, James G. Barry, Col. L. V. Bogy, Capt. Deegan, D. A. Magehan, Lewis Bach, Robert Cathcart, J. S. Hall, Reuben B. Austin, P. G. Camden, Judge Schaumburg, Judge Mullanphy, and William Weber. The address at the mass-meeting was delivered by Pierce C. Grace. About the same time the French citizens also held a meeting, at which Dr. John Rivereau presided, and Wilson Primm was secretary.

1852. In March, Louis Kossuth, the Hungarian

patriot, visited St. Louis, and not only obtained very substantial contributions in aid of the cause which he represented, but was received with popular and distinguished honors. He was accompanied by Madame Kossuth and a suite of thirteen persons. He was received on March 9th, on landing from the steamer "Emperor," by a citizens' committee of one hundred, of which Mayor Kennett was chairman, and was escorted by the military and populace to the Planters' House, where he held a reception. On March 12th there was a grand military and civic parade in his honor. During his stay Kossuth was the object of marked attention, and was visited by delegations from the cities of Missouri and other Western States, and invited to visit them also.

1854. In March a prominent event occurred in the history of St. Louis in the reception and entertainment by the city authorities and commercial bodies of the Governor, judiciary, and Legislature of Illinois. The banquet was given March 2d in the Mercantile Library Hall, Mayor John How, of St. Louis, presiding. On June 12th, ex-President Millard Fillmore visited St. Louis, and received a grand ovation from its citizens. The intelligence of his coming was received on Sunday, the previous day, and preparations were at once made for his reception. A committee on reception, escorted by two companies of military, proceeded on a steamboat up the Mississippi to meet the distinguished guest. On the arrival at the city, Mr. Fillmore was received by Mayor How and the city authorities, and was escorted by a procession of military and citizens to the Planters' House, where he was formally received and made a speech. The next day he gave a public reception, and was the city's guest until Wednesday, 14th.

April 27th, a terrific hail-storm swept over the city and inflicted considerable damage. A local account asserts that the streets looked as though they had been "paved with crystallized pebbles." The storm was even more severe at Jefferson Barracks, and the destruction of property was considerable. In Bonhomme township fences and out-houses were prostrated in every direction, and at Carondelet some twenty or thirty houses were unroofed or injured in some other way. No lives were lost.

May 14th, the death was announced of the "Soap Grease Man," a local celebrity who earned his livelihood by going from house to house and purchasing grease for soap. He went about in a wagon, and wore a cockade in his hat and a sword at his side.

1857. In April of this year George Peabody, the banker and philanthropist, visited St. Louis, and was received by the Chamber of Commerce.

1858. May 4th, a number of United States officers arrived in St. Louis on their way to Utah to suppress the rebellion there. Among them were Gen. W. S. Harney, Gen. P. F. Smith, Col. J. E. Johnston, Maj. N. C. Macrea, Maj. J. W. W. Chapman, Capt. A. A. Humphreys, and Capt. A. Pleasonton.

1859. May 10th, a prize-fight took place near the Abbey Race-Course, between James Smith, *alias* "Bendigo," of Philadelphia, and Pat Curley, of St. Louis, for twenty-five dollars a side. Eighty-six rounds were fought, and Curley, who was badly punished, threw up the sponge, and the victory was awarded to Smith.

July 1st, Professor John Wise, the famous balloonist, accompanied by John Lamountain, aeronaut, of Troy, N. Y.; O. H. Gager, of Bennington, Vt., who defrayed the cost of the experiment, and William Hyde, local editor of the *St. Louis Republican*, started from St. Louis in the balloon "Atlantic," with the view of making an aerial voyage to the Atlantic seaboard. The "Atlantic" adventurers were accompanied part of the way by S. M. Brooks, of St. Louis, in the balloon "Comet." The "Atlantic" landed on the afternoon of the following day near the residence of T. O. Whitney, at Henderson, Jefferson Co., N. Y., having made the trip, eleven hundred miles, in nineteen hours and forty minutes. The balloon therefore traveled at the average rate of fifty-six miles an hour. It crossed Lake Erie, a distance of two hundred and fifty miles, in three hours, making eighty-three and a half miles an hour. The ascension was made at five minutes before seven P.M., from Washington Square, corner of Clark Avenue and Twelfth Street, St. Louis, and was witnessed by an immense concourse of spectators.

July 30th, Professor Wise and his son Charles made another ascension from Washington Square, St. Louis, in the balloon "Jupiter."

November 30th, the south end of Lucas Market was blown down by a tornado. Many houses were unroofed, and other damage done.

November 10th, the centennial anniversary of the birth of Frederick von Schiller, the German author, was celebrated. A salute of one hundred guns was fired at sunrise, and the firing was kept up at intervals throughout the day. The German military companies, benevolent societies, Saengerbund, and other associations paraded, and in the evening (commencing at five o'clock) there was an enjoyable entertainment at the Mercantile Library Hall. Many houses and other buildings were brilliantly illuminated, and there was a handsome display of fireworks.

1860. August 11th, the Chicago Zouaves visited St. Louis.

1861. In September of this year Prince Napoleon and suite visited St. Louis. During his visit he called upon Gen. Fremont, and, accompanied by Mayor Taylor, made a trip to the mouth of the Missouri, and along the river front.

1864. January 1st, intensely cold in St. Louis. Before daylight the thermometer indicated 22° below zero, and at seven o'clock 19.5° below; such a degree of cold was without a parallel in St. Louis for at least thirty-one years. For twenty-two winters during that period the mercury had sunk to or below zero. In seven of those winters it fell below ten degrees, viz, in January, 1834; February, 1835; January, 1841; January, 1852; February, 1856; January, 1857; and January, 1864; but at no time before 1864 had it indicated so intense a degree of cold as on the 1st of January.

On the 29th of January a dinner was given to Maj.-Gen. U. S. Grant at the Lindell Hotel, at which there were three hundred guests. Judge Samuel Treat, of the United States Court, presided, assisted by Messrs. John O'Fallon, Wayman Crow, Adolphus Meier, Judge Samuel Reber, James Archer, George R. Taylor, and Barton Able as vice-presidents. Among the military guests were Maj.-Gen. Schofield, and Brig.-Gens. James Totten, John B. Gray, John McNeil, E. B. Brown, Clinton B. Fisk, and A. G. Edwards.

1865. April 15th, the news of the assassination of President Lincoln reached the city. As soon as the official confirmation of the President's death was received the entire city was draped in mourning. At the Levee many of the steamboats displayed flags dressed in crape. Public notice had before been given that different congregations of various Christian denominations would unite together on April 16th for a thanksgiving celebration of victories in certain churches which were named. The decorations in these churches were bordered in crape, and the buildings put into mourning. The exercises were also of the most solemn character. April 17th a meeting of merchants and business men was held on 'Change. There was a large attendance, and the meeting was called to order by Barton Able, who stated the object of the assembly in a brief but suitable manner. He was followed and seconded in addresses by Hon. Henry T. Blow, William M. McPherson, and Brig.-Gen. Clinton B. Fisk.

The following preamble and resolutions, introduced by George Partridge, were then read and unanimously adopted:

"Whereas, The people of the United States have been suddenly called upon, in the midst of their rejoicing for victories won and coming peace, to deeply mourn the loss of their Chief Magistrate by an untimely and cruel death by assassination; therefore be it

"Resolved, That in the death of Abraham Lincoln, President of these United States, the nation has lost a noble patriot, a wise statesman, a just and honest man.

"Resolved, That our heartfelt sympathies are tendered to his family in this hour of their deepest affliction.

"Resolved, That although an attempt has been made to destroy the life of this nation by the assassination of its chief officers, yet we confidently believe that Divine Providence will more fully establish, preserve, and perpetuate the integrity, honor, and glory of this nation, by the enforcement of law, liberty, and freedom among this people, than ever before.

"Resolved, That it is the duty of every loyal man to stand pledged to uphold and strengthen the hands of Andrew Johnson, upon whom the Presidential office now devolves, and to ask God to give him wisdom, discretion, and counsel in the discharge of his official duties.

"Resolved, That the Union Merchants' Exchange of St. Louis will, by their delegates, unite with such others as may be appointed by the County Court, the Common Council, and the military authorities of this city in attending the funeral at Springfield in honor of the late Chief Magistrate of the nation.

"Resolved, That this hall be draped in mourning for thirty days."

At the meeting of the Common Council, April 18th, the following resolutions, introduced by Mr. Staggs immediately before adjournment, were read by the clerk and unanimously adopted:

"Whereas, In the midst of rejoicing over the splendid victory of the Union against armed rebels and traitors, the sad intelligence of the death of Abraham Lincoln, President of the United States, by the hand of a brutal assassin, has reached us; therefore be it

"Resolved, By the Common Council of the city of St. Louis, that we deeply mourn the irreparable loss to the Union of its most worthy Chief Magistrate, and mingle our tears of sorrow with those of the nation upon the death of so great and good a man.

"Resolved, That in the death of Abraham Lincoln the nation is deprived of the eminent services of one whose wisdom, prudence, and statesmanship have guided successfully the ship of State through the most gigantic and causeless rebellion the world has ever known.

"Resolved, That in the acts of our late Chief Magistrate we recognize the highest virtues that belong to the Christian patriot and sage.

"Resolved, That highest on the roll of fame, history will write the name of Abraham Lincoln, the friend of human liberty and preserver of the American Union.

"Resolved, That as a token of our heartfelt grief, the hall of the Common Council be appropriately draped in mourning for the space of thirty days, and that the American flag be raised half-mast.

"Resolved, That our heartfelt sympathies are tendered to his family in this the hour of their deepest affliction.

"Resolved, That a committee of five, in conjunction with the mayor, be appointed to make all proper arrangements for the funeral obsequies of our lamented Chief Magistrate, and that the Common Council as a body, in conjunction with the mayor and heads of departments, attend the funeral of President Lincoln at Springfield, Ill.

"Resolved, That all the bells of the city be tolled at the hour of twelve o'clock M. on Wednesday, during the assembling of the citizens at the different places of worship.

"Resolved, That it is the duty of the authorities at Washington to ferret out the authors of the brutal assassination of President Lincoln and Secretary Seward, and if it be found that any of the leaders of the Rebellion are responsible, either directly or indirectly, for the act, they cause them to be summarily executed when caught."

On the 18th Mayor Thomas also issued the following proclamation :

"MAYOR'S OFFICE, ST. LOUIS, April 18, 1865.

"WHEREAS, The Hon. William Hunter, Acting Secretary of State, has announced to the people of the United States that the funeral ceremonies of the lamented Chief Magistrate will take place at the Executive Mansion, Washington, D. C., at twelve o'clock noon on Wednesday, the 19th inst., and has invited the various religious denominations throughout the country to meet in their respective places of worship at that hour, for the purpose of solemnizing the occasion with appropriate services;

"AND WHEREAS, After waiting until one o'clock P.M. for answer to a telegram without receiving any;

"Now, therefore, I, James S. Thomas, mayor of the city of St. Louis, request that due observance be given by all citizens to the wishes of the Secretary of State as set forth in said proclamation, and for the purpose of more fully carrying out his wishes and showing due respect to the memory of Abraham Lincoln, late President of the United States, request,

"1st, That on said day (Wednesday, the 19th inst.) all business be suspended.

"2d, That all saloons and drinking-houses be closed from nine A.M. to nine P.M. on said day.

"3d, That all theatres and other places of amusement be closed, and remain so until Monday, the 24th inst.

"I am gratified to state that the managers of all the theatres have already acquiesced in this request, and hope that all other places of amusement will do the same.

"JAMES S. THOMAS, Mayor.

"Attest : J. W. HEATH, Register."

The Episcopal Bishop of Missouri also issued an address to the Episcopal Churches. On the 19th, the day of the burial of the remains of President Lincoln at Springfield, religious exercises were held in the churches designated, and the bells were tolled.

An order was issued by the County Court for the erection of a cenotaph in the court-house rotunda. This was done by Mr. Rumbold, the county architect. It was a canopied octagonal pedestal, with appropriate architectural decorations, upon which a coffin remained during the period of mourning, to symbolize the remains of the President lying in state.

1866. March 11th, the following correspondence, which passed between a committee of prominent citizens and Maj.-Gen. Sherman, was made public through the *Missouri Republican* :

"MAJ.-GEN. SHERMAN :

"Dear Sir,—Your friends, citizens of St. Louis, have appointed us a committee to express their gratification in having you, after four years' absence, once more among them as a

fellow-citizen, and, in token of their appreciation of your great service tendered to the Union, ask you to receive from them the sum of thirty thousand dollars, now in the hands of their treasurer, John E. Yore, Esq., and subject to your order, with the wish that you will with it purchase a home in our midst.

"Believe us, general, no pleasanter duty has ever been before given us.

"John J. Roe, William M. McPherson, O. Garrison, John How, Barton Ahle, John E. Yore."

"HEADQUARTERS MIL. DIV.

OF THE MISSISSIPPI,

"St. LOUIS, Mo., Aug. 15, 1865.

"MESSRS. JOHN HOW, BARTON ABLE, JOHN J. ROE, W. M. MCPHERSON, O. GARRISON, and JOHN E. YORE, St. LOUIS, Mo. :

"Gentlemen,—I am this morning in receipt of your kind note, in which you inform me that you have placed the sum of thirty thousand dollars to my credit with which to enable me to procure a home in your midst. I can hardly find words adequate to convey to you my sense of obligation, both for the subject matter and the manner in which it is done. This sum of money exceeds all that I have received from the government of the United States for four years of labor in the midst of danger and trouble, and I can hardly suppose I merit so valuable a reward from personal friends. But I confess it comes to me in such a shape as to encourage a belief that it will provide me with what I most need, a home for my family, and will therefore increase my usefulness in the future. I therefore accept it with grateful thanks, and shall proceed to invest the amount in the purchase of a good house and lot, and will furnish it to the extent of every cent, when I will report to you the exact result. The property thus acquired shall be the 'home' of myself and family as long as I possibly can command my time, which I hope will be for life.

"Again thanking you most kindly, and through you the friends who have made up this sum,

"I am, with great respect, your friend and servant,

"WILLIAM T. SHERMAN,

"Maj.-Gen. United States Army."

Gen. Sherman subsequently notified the committee that he had personally examined a great many places that were held for sale, and gave preference to a house on Garrison Avenue, near the corner of Franklin, the property of David Nicholson, it fronting eighty-four feet on Garrison Avenue, with a depth of one hundred and fifty feet, and held at twenty-five thousand five hundred dollars, whereupon the committee made the purchase and handed Gen. Sherman the deed, and placed the balance, four thousand five hundred dollars, to his credit in the Union National Bank of St. Louis. Gen. Sherman subsequently reported that he had completely and comfortably furnished his house in all respects, at a cost but little exceeding the sum thus provided.

On September 8th, Andrew Johnson, President of the United States, reached St. Louis, in response to an invitation from the city authorities and citizens. After a week of preparation a fleet of thirty-six steamboats laden with citizens of St. Louis steamed up to Alton, Ill., and receiving the Chief Executive escorted him to St. Louis, where he became the

"St. LOUIS, Aug. 15, 1865.

guest of the city. President Johnson was accompanied by Secretary Seward and Secretary Welles of his cabinet, Admiral Farragut and Gen. Grant.

1869. April 20th, St. Louis was visited by a fearful hail-storm. It is asserted that hail-stones an inch in diameter descended. Over twenty thousand dollars' worth of glass was destroyed, and funerals were dispersed and hearses overturned.

1871. March 8th, East St. Louis and the eastern shore of the Mississippi River were devastated by a tornado. The storm, which did not last more than three minutes, seemed to come from the south-south-west, and swept eastward of the city proper. It touched the Illinois shore first at the elevator, and passed along the river bank, inclining to the eastward, and terminating at the track of the Toledo, Wabash and Western Railroad, nearly at the head of Bloody Island. Its velocity is estimated to have been from sixty to seventy miles an hour, and its destructive force was almost irresistible. Seven men were killed and more than fifty persons wounded. A portion of the elevator was demolished, and the steamer "Mollie Able," the ferry-boats "Edwardsville," "Milwaukee," and "America," the ram "Vindicator," the Vandalia Railroad freight-house, and the St. Louis and Southeastern Railroad freight-house and depot were badly wrecked. A locomotive and a Pullman ear and nine ordinary passenger-cars were hurled from the track, and many buildings in East St. Louis were demolished. The handsome passenger depot of the Chicago and Alton Railroad and two freight-houses and other buildings suffered great damage. Three freight-houses belonging to the Ohio and Mississippi Railroad were blown from their foundations and demolished.

Gen. Ranney, the general freight agent of the Memphis and St. Louis Packet Company, was standing on the wharf-boat looking at the cable chains which held the head of the boat. The wind lifted him suddenly from his feet, and carried him some little distance and dropped him into the river. He succeeded, however, in reaching land in safety. Between sixty and seventy dwellings in East St. Louis were destroyed, and the loss thus caused amounted to about seventy-five thousand dollars. The destruction of other property was enormous. Considerable damage was inflicted at Alma, Brooklyn, Nameoka, and other towns and at various points in St. Clair County.

1871. June 25th, the twenty-fifth anniversary of the elevation of Pope Pius IX. to the pontificate was celebrated in St. Louis with imposing ceremonies. There was a parade of the Catholic societies four miles in length, and a general illumination of the city at night. Wreaths of evergreen with portraits of the

pope were conspicuously displayed from many private dwellings. Pyrotechnic displays and bonfires were also features of the demonstration. Maj. Henry S. Turner was the grand marshal of the procession. The aids to the grand marshal were Maj. John P. McGrath, John H. Tracy, Capt. William Albright, William H. Lee, Theodore Hunt, and James L. Patterson. The assistant marshals were John Fletcher, William L. Ewing, B. M. Chambers, Richard Ennis, J. J. Fitzwilliam, Augustus Lamping, Henry Rechten, George Kaufhold, James Gorman, J. F. Grefenkamp, Charles W. Hogan, J. F. Conroy, Patrick Ahearn, Julius S. Walsh, Col. C. Maguire, Hon. John Finn, William Henry, Capt. Henry Hannibal, Col. Arnold Beck, F. Arendes, Patrick Monahan, John Busby, Hon. P. J. Pauley, Richard Walsh, Thomas P. Gleason, and Dr. James C. Cogan.

1872. On the night of January 5th the Russian Grand Duke Alexis and suite reached St. Louis from Chicago, and remained in the city several days. He occupied a suite of rooms at the Southern Hotel, where a ball was given in his honor on the night of January 8th.

1873. October 12th, a joint Catholic celebration of the anniversary of the birth of Father Mathew, the famous temperance orator, took place, on the occasion of laying the corner-stone of the Carmelite Convent, at Second Carondelet Avenue and Viator Street. The anniversary occurred on the 10th, but the 12th was chosen, as it was a more convenient day.

1874. May 28th, a tornado struck St. Louis, and inflicted great damage upon buildings and the vessels along the river front.

MOBS AND RIOTS.¹

On the afternoon of Feb. 25, 1844, some boys were playing ball on the common in the immediate vicinity of the Medical College building of the St. Louis University. This building is still standing on Washington Avenue, near Eleventh Street, a two-story brick structure, dingy with age, the front entrance of which has been walled up for years, effectually precluding any access to it from the street. The boys in their play knocked their ball over the fence into the grounds of the university, and in their search for it stumbled upon the opening into the vault, where were thrown the remains of several bodies that had been used for the purpose of dissection. They ran away and reported to other boys and to their parents the discovery which they had made. Others came and looked, and soon

¹ For the account of the Medical College riot the author is indebted to Dr. E. M. Nelson.

the wildest stories were in circulation. Crowds began to assemble about the building, until by three o'clock over one thousand people were gathered together. The greatest excitement prevailed, and efforts were repeatedly made by the ringleaders to excite the people to violent action, and to tear down the building. By six o'clock the crowd had increased to three thousand or four thousand, and the mayor ordered out the militia. The mayor and city marshal and other officers and prominent citizens were on the grounds the whole afternoon, making every endeavor to quell the disturbance and prevent it from becoming more serious. Several of the leaders were arrested and placed in the calaboose. Up to that time no damage had been done to the building except that the windows had been broken by throwing bricks and fragments of rock. Speeches were made to the crowd by Messrs. A. Kayser, James Mahon, and Blennerhassett, and Judge Mullanphy, urging them to refrain from any violent demonstrations. Finally, as the result of a conference between the mayor and a committee appointed from the crowd, it was arranged that the militia should be withdrawn, and the men who had been arrested should be released, and the crowd should disperse. A committee of twelve was appointed to guard the college building, and the mob adjourned to the court-house.

Later, however, the rioters reassembled at the college more enraged than ever, and excited by their leaders to a perfect frenzy. Bones and fragments of bodies were brought up from the pit into which they had been thrown. The sight of these soon inflamed the passions of the mob to such a degree that they were prepared for any deeds of violence. They broke down the doors, made their way into all the rooms of the college building, tore down and destroyed all the furniture, demolished all the valuable material that had been prepared with much care and at great expense for the museum, and in fact left nothing of the equipment of the institution save only the bare walls and roof.

The shout then was raised to go to the other college, the Missouri School. Here the demonstrator of anatomy and some of the professors and students had made preparations to receive such a visit. The dissecting-room was cleared out, every trace of blood or other indication of the purposes to which it was applied was removed with care from the floor and tables. The opening into the vault, which was arranged in the side of the room like an old-fashioned fireplace, with an opening downward instead of a chimney-flue upward, was closed up with a sheet-iron fender, and a cooking-stove was moved in and set before it, as if it were really a fireplace and chimney.

By dint of hard work this was all accomplished before the rioters arrived there. On their approach the doors were thrown open, and they were invited to come in and see for themselves that all was right. Some of the number went all through the building, and as they did not think to look behind the sheet-iron fireboard that filled up the supposed chimney-place, they discovered nothing to find fault with, and so reported to the rest. Accordingly the mob left without doing any damage there.

In April, 1844, a city election was held, which was signalized by a disturbance and riot in the Fifth Ward. In the afternoon a fight occurred between some members of the opposing parties, which led to the collection, at a later hour, of a large number of the friends of both, when a much more serious disturbance took place. Several well-known citizens who had no part in the affair were seriously injured. As Joseph Jones was passing T. Maher's tavern, he was fired upon and shot in the shoulder, it was said, by some one in the house. When this was reported to the assemblage that had gathered upon Franklin Avenue, it immediately started for the tavern, broke in the doors and windows, and threw the furniture, liquor, beds, and all the contents into the street. This terminated the disturbance. Mr. Jones died April 5th from the effects of his wound.

On Sunday morning, July 29, 1849, a fire broke out in the engine-room of the steamer "Algoma," which had arrived the evening before from the Missouri River with a large cargo. The origin of the fire is unknown. From the "Algoma" it quickly communicated to the "Mary," the "Phoenix," the "Dubuque," and the "San Francisco," all of which were destroyed. The "San Francisco" was cut loose and floated out into the stream, but was carried by the force of the current against the stern of the "Mary," where she hung until she took fire and was consumed. The boats lay above the foot of Vine Street, and below Morgan. While the firemen were still at work upon the fire, and about half-past five A.M., a difficulty took place between a bystander and a member of one of the fire companies, which in the beginning amounted to nothing more than a blow or two. It was, however, the signal for a general fight, in which every possible kind of missile was used. The bystanders retreated, closely followed by the firemen of several companies, and took refuge in a coffee-house kept by J. O'Brien, 89 Levee. When the firemen and their friends attempted to enter by forcing the doors of the house, they were assailed with fire-arms from the windows above, and two or three of their number were slightly wounded. It was now

their turn to fall back, and while doing so some fifteen or twenty men issued from O'Brien's door and fired upon the retreating mass. A few shots were returned by the firemen, and then a rush was made and the Levee soon cleared. The men who had issued from O'Brien's, with their friends, forming a mob, which was largely composed of river boatmen, retreated up Morgan Street, taking refuge in houses farther up the Levee. The firemen and their friends now numbered several hundred, many of them under arms.

The mayor and the police succeeded after great difficulty in arresting a number of the rioters upon both sides and conducting them to the calaboose, but the work of destruction soon commenced. In a few minutes O'Brien's house was carried by assault; everything it contained was broken into pieces and thrown into the streets, and the windows and doors were torn out. Almost simultaneously with the attack upon O'Brien's, the coffee- and boarding-houses of Dennis Murphy, No. 104 Battle Row, and B. Shannon, No. 14 Green Street, were attacked and their contents destroyed. Shortly after the destruction of the houses on the Levee a large detachment marched up Cherry Street to the coffee-house of James Gilligan, which was also completely demolished. It next proceeded to the corner of Fifth and Morgan Streets, and destroyed everything in the coffee-house occupied by Terrence Brady. After the destruction of the last-named house the rioters began to disperse and several further arrests were made by the police. The mayor appointed an additional police force, and fifty citizens were detailed to preserve order during the night. The St. Louis Grays also, at the mayor's request, held themselves in readiness. Nothing of a serious nature occurred during the afternoon. About nine o'clock in the evening a large party of excited firemen and their friends, to the number of two or three hundred, proceeded to the wharf at the foot of Morgan Street with a howitzer, which was placed so as to rake Battle Row, in which were the sailor boarding-houses, in the event of an outbreak. Some of the party had contrived to get possession of an old six-inch howitzer belonging to the steamboat "Missouri," which was lying in the yard attached to the foundry of Gaty, McCune & Glasby. It was loaded with slugs and boiler-iron punchings, and was said to have been in good order to do execution. The mob remained on the wharf with the howitzer for some time, and the mayor and police made several ineffectual attempts to get possession of it. Those who had control did not evince much disposition to use it, and when rain commenced to fall, about half-past ten o'clock, the mob started with the

gun for the Missouri Engine-House, where it was deposited under guard. Afterwards the gun was removed from the engine-house and the doors closed. The police made a descent upon it in its new position, captured the cannon and those who had it in charge, and placed the gun in the jail-yard and the prisoners in the calaboose.

The Missouri Fire Company authorized, as a body, a disclaimer of any participation in the events of the night, and particularly in relation to the cannon.

About ten o'clock on the night of the 25th of May, 1850, a mob of about five hundred persons assembled in the neighborhood of Third and Almond Streets, and proceeded to make an attack upon several houses of ill-fame in the vicinity. They succeeded in destroying entirely all the furniture and contents of four of these houses and slightly injuring one other before the efforts of the mayor and police could disperse the mob. Several of the ringleaders were arrested.

On Monday, April 5, 1852, St. Louis was again the scene of a serious election riot. The election was for mayor and city officers, and after a heated and angry campaign, in which the feelings of both parties were wrought up to a high pitch, the day of election arrived. Early in the forenoon, while the voting was progressing quietly in the five upper wards of the city, a disposition was strongly evinced among those surrounding the ballot-boxes of the First Ward to throw impediments in the way of the Whig voters. Later these persons, who were sufficiently numerous to overawe the more respectable and better-disposed citizens, abused and maltreated a number of persons, some barely escaping with their lives. Mayor Kennett, in company with other gentlemen, repaired to the polls, and was received with repeated groans and hisses. Finally, Mr. Kennett and his friends retired. Joseph Jecko, the Democratic candidate for the office of city attorney, then addressed the rioters and warned them against the consequences of their violence. His speech was effective in preventing an immediate repetition of their acts.

The report that the Germans had taken possession of the polls in the First Ward reached the other wards about two o'clock. Accounts followed each other rapidly of the outrages which were being perpetrated. About three o'clock large numbers of American citizens, Whigs and Democrats, the greater portion, however, being composed of the former, began to move towards Soulard's Market, where the First Ward polls were held. In that vicinity, the sidewalks of Seventh and Fifth Streets, and Park Avenue were densely crowded with Germans. Numerous attacks were made on the Americans as they passed

down; stones and other missiles were thrown, and occasionally shots were fired from the houses. A squad of Americans numbering about two hundred at last arrived opposite the market-house, and, led by a few men who were well armed, marched with a shout for "free suffrages" to the building, and took possession of the polls without resistance. The Germans dispersed, and took refuge in the coffee-houses along the street above and below. The Americans continued to flock down from the upper wards until their force amounted to some thousands. Nearly as large a number of Germans was gathered here and there, as spectators or participants, in knots on adjacent streets.

As soon as the Americans had permanent possession of the Soulard Market building, Mr. McDonough, a Whig, addressed the assemblage, and invited all citizens of the First Ward who had not voted, Whig or Democrat, German, American, or Irish, to come forward and deposit their votes. He explained that the reason of the presence of so many Americans from other portions of the city was to secure them their free suffrages. Mr. Abeles, one of the judges of the election, followed Mr. McDonough. He spoke in German, and repeated in substance what Mr. McDonough had said. On this a number of persons approached the polls and deposited their ballots.

Personal collisions, in the mean time, were occurring among those who were congregated in the vicinity, and several persons were wounded by fire-arms discharged from the windows and doors of the houses. At last a portion of the mob began to demolish the beer-houses, whose tenants had been most active in the assault.

The Soulard Market-House was riddled, as also a house at the corner of Park Avenue and Fifth Street, and the tavern of Mr. Neumeyer, at the corner of Park Avenue and Seventh Street. Some persons had at an early stage of the proceedings taken refuge in this house, and through the windows occasionally pelted the passers-by with stones. The mob besieged the tavern, and having broken a panel of the door, was about to enter when a gun was placed through the aperture and fired, the contents lodging in the breast of a young man named Joseph Stevens, a member of the St. Louis Fire Company. Stevens staggered a short distance across the street and fell dead. His death infuriated the mob. The house was immediately entered, the furniture, bar fixtures, etc., demolished, and the building fired. The flames spread rapidly and the house was soon destroyed.

The firing and fighting with stones continued until after dark. It having become known that the cannon of Capt. Almstedt's artillery were in an armory

near by, the mob started to procure them, and soon returned with two brass six-pounders. These were carefully charged and rolled to the corner of Park and Carondelet Avenues, where they were placed so as to sweep with murderous certainty either side of Second Street, on the sidewalks of which were immense crowds of Germans. The fight was still kept up with pistols and stones, and the party having possession of the cannon were awaiting the proper provocation to use them. Affairs were in this alarming state when Marshal Phelps, accompanied by Capt. Almstedt, arrived, and by dint of argument and persuasion prevailed on the belligerents to desist. Mr. Phelps happened, fortunately, to be acquainted with many of the parties, and his personal influence effected what no official authority could have accomplished. The crowd dwindled away gradually, and by midnight that portion of the city had resumed its wonted quiet.

About ten o'clock at night, however, a demonstration was made against the *Anzeiger des Westens* printing-office by a mob numbering from fifteen hundred to two thousand, the provocation being the publication of certain articles in that paper. By nightfall, however, by direction of the mayor, the company of Grays and the Riflemen had been gotten together and were drawn up in two lines to prevent access to the building. The rioters made no attempt to break the ranks of the military, and late at night they dispersed. Eight or ten persons were severely and about twenty-five slightly wounded.

The most serious riot that had yet occurred in St. Louis took place on Monday, Aug. 7, 1854, and as usual arose out of an election contest. Many persons, principally foreign-born, upon presenting themselves at the polls to vote, were declared disqualified. This enraged them, and as they increased in numbers they gathered in knots and vented their anger in various ways. At length at the Fifth Ward polls a boy was stabbed by an Irishman, who immediately fled towards Morgan Street. A portion of the crowd rushed after him and followed him into the Mechanics' Boarding-House, Second and Morgan Streets, which was immediately assailed with stones and bricks. Several other houses in the vicinity were attacked, their windows riddled and furniture broken. Firing commenced here, there having been none at the polls. Guns and pistols were fired by unseen hands from windows, and some firing was returned from the street. In half an hour after the riot commenced the crowd at the scene of disturbance probably reached five thousand persons. As the forces increased the inmates of the houses attacked were all routed. From Second and Morgan Streets the mob proceeded to

Cherry Street, and on Second Street above Cherry about a dozen houses were stripped of their contents. There was scarcely a house in this neighborhood inhabited by Irishmen that was not assailed by the crowd.

Finally the mob returned to Morgan Street. Here the firing was renewed, and a large body of levee-men was stationed at the foot of Morgan Street to prevent the rioters from passing to the Levee, which it was their evident intention to do. The levee-men had collected a quantity of arms, and held their ground with determination. The attacking party was several times driven back, and two men were killed and several wounded. At length a solid column was formed and a charge made, each man with two stones in his hand, which were used with some effect. The blockade gave way, and the whole mob poured down the Levee. The residents of Battle Row scattered in every direction panic-stricken, but finally rallied. A considerable number took refuge in their houses, and a continuous firing was kept up from the windows, while the thousands in the streets were pelting their houses with stones and bricks. The residents at length were forced to retire and leave their houses to the mercy of the mob.

Every Irish establishment between Morgan and Locust Street, a distance of three squares, was attacked, and the windows and furniture broken and destroyed. About five o'clock a boatman, who was not engaged in the fight, but was standing with some of his companions looking on, was killed by a shot fired from one of the houses in Battle Row.

The work of destruction continued in the neighborhood of Battle Row until dusk. The mob then proceeded on its way, destroying houses on Cherry, Morgan, Fifth, and Green Streets. About ten o'clock it had reached the corner of Franklin Avenue and Eighth Street, where, after destroying Drayman's Hall, it separated into small companies and attacked every drinking-house it could find on Green, Seventh, and Morgan Streets, and Franklin Avenue. About this time the mayor with a *posse* of police arrived on the ground and endeavored to restore order, but in vain. The mayor then ordered out the military. The National Guards and Continentals and St. Louis Grays were soon in readiness, and through their efforts the larger bodies of the rioters were dispersed without bloodshed. Small bodies of men, however, roamed through the streets of the Fifth Ward all night. About noon of the following day, a large crowd of Irishmen from the Levee collected about the corner of Morgan Street and Levee. There was considerable noise in the vicinity all day, but the police preserved

order. A rumor got afloat that two large bodies of Irishmen were on their way to the city to reinforce their countrymen, and on the strength of this rumor the mayor ordered the military organizations to hold themselves in readiness. Assemblages gathered upon the street corners in various sections of the city during the day, and as night fell the excitement and tumult were intensified. About ten o'clock heavy firing was heard from some quarter up-town, and the military moved in that direction. They marched up Green Street, and at the corner of Fifth and Green came upon a mob which was engaged in conflict with a similar mob at the corner of Sixth and Green Streets. The street was entirely blockaded at both corners. The crowd at Fifth Street opened and permitted the Continental company to pass through. The Grays were just in the rear. About midway the square the Continentals were fired into by the mob at Sixth Street and from the houses around. The Continentals returned the fire, scattering the mob, and the police succeeded in making some arrests. Two of the Continentals, Messrs. Spore and Holliday, were wounded, as were several of the mob. The Grays also fired into a mob in an alley between Sixth and Seventh Streets and wounded several. At midnight this quarter was comparatively quiet, but the riot still raged in other sections. At the corner of Seventh and Biddle Streets, and near St. Patrick's Church, a man was flourishing a pistol and making free use of it, when an attempt was made to disarm him by several of the bystanders, among whom was E. R. Violett, of the firm of E. R. Violett & Co. In the struggle, or directly after, Mr. Violett received three shots in the shoulder. He died instantly.

Soon after this an affray occurred at the corner of Broadway and Ashley Streets, in front of the Humboldt House, kept by a man named Snyder. Three persons were dangerously wounded, and Snyder was instantly killed by a shot through the head.

In this way collisions were occurring constantly in all quarters of the city, but especially in the Fifth Ward, and so continued the entire night. At daylight on Wednesday morning the streets were full of men, some in companies of fifteen or twenty, shouting and calling on Americans to protect their lives and homes. During the night the mayor issued a proclamation calling a meeting of the citizens at twelve o'clock on Wednesday, to take measures to restore peace and quiet to the city. At eleven o'clock the merchants met at the Exchange, and devoted the business hour to the consideration of the existing riots and their suppression. The meeting was organized by calling James H. Lucas to the chair, and appointing

Hudson E. Bridge secretary. After brief addresses by Messrs. Lucas, Blennerhasset, and P. G. Camden, on motion of Walter B. Carr, the following resolutions were unanimously adopted:

Resolved, That the mayor be requested to issue his proclamation, calling upon all citizens of the city to abstain from assembling at any of the places where disturbances have recently taken place, and to remain at their homes at night during the existing excitement.

Resolved, That the mayor be requested to suspend for the present the existing police, and to detail a temporary patrol force from among the citizens, to be composed of discreet and reputable men, and that they be authorized to use such authority as may be vested by the laws to arrest offenders against the peace and quiet of the city."

The meeting immediately adjourned to the court-house, where another meeting was held, at which Mayor How and the Hon. Edward Bates addressed the people. Joseph Charless, after a few remarks, offered the following resolutions:

Resolved, That it is the duty of every good citizen in a crisis like the present to support the mayor in preserving the peace and quiet of the city, and that, in the opinion of this meeting, the object can be most effectually accomplished by the selection by the mayor, from the ranks of the oldest and best-known citizens, of one thousand persons to act as a special police and committee for the restoration of order, whose duty it shall be to patrol the city, and disperse all assemblages of persons manifesting a disposition, as well by moral suasion as the exercise of force where it may be found necessary.

Resolved, That the supremacy of the law shall be sustained and the spirit of disorder quelled at whatever cost, that the fair name of our city may no longer be disgraced by bloodshed and murder, and to that end we pledge ourselves to sustain the mayor in maintaining the public peace as proposed in the above resolution."

These resolutions were unanimously carried.

Gen. Ranney proposed that N. J. Eaton be appointed captain of the new police force. It was also proposed that the proprietors of the drinking establishments should close their doors at dark, and that parents, guardians, and masters should restrain the boys under their control from roaming the streets at night.

Mr. Bates then asked the citizens before him to volunteer one thousand efficient men, and the meeting adjourned to the City Hall to carry these practical suggestions into effect. The regular police organization was temporarily suspended by order of the mayor, and Capt. Eaton was appointed to take charge of the special police. A meeting of persons who had enrolled their names during the afternoon was called at five o'clock at the court-house, and about seven hundred met at the appointed time. Capt. Eaton read the names of thirty-three well-known citizens who were requested to act as captains. He then assigned to each of the captains twenty men, from whom he was

to select his lieutenants; the captains and lieutenants all to be mounted. The military were also ordered to hold themselves in readiness, if additional force should be required. Capt. Eaton appointed Maj. M. L. Clark to take charge of the outdoor operations, and made such other disposition of his force as was necessary. These timely and vigorous efforts completely crushed the riots, and at midnight the city was quiet.

As nearly as could be ascertained, about ten persons were killed and about thirty wounded.

The mayor, after an informal consultation with the Board of Aldermen, appointed Messrs. Foster, Knott, and Moore, all competent builders, to examine into the nature and report the amount of damage sustained. This duty they performed, and reported the names of those whose property was injured by the rioters as numbering about ninety-three, and assessed the total amount of damages at \$4250.80. Some of the assessments were as low as two dollars, and the highest about four hundred dollars.

The mayor, in a communication to the City Council on October 10th, said,—

"Auxiliary as I am to erase from my memory all recollection of a time so discreditable to the fair fame of our city, I still cannot depart from this subject without, in a becoming manner, alluding to some of those whose assistance was so cheerfully given in sustaining the laws, and in particular to the military organizations under command of Cols. Renick and Knapp. To these gentlemen, and the members of their respective commands, I am deeply indebted. It became my unpleasant duty to order the Continentals, under Capt. Blackburn, and the Washington Guards, under Lieut. Deegan, to fire upon the mob; and the promptness with which they discharged their disagreeable task showed that they were fully alive to the duties and responsibilities of the citizen-soldier, and were determined to perform their duties at any hazard. In this case five of these brave men, members of the Continentals, were wounded, some of them severely. I am also under many obligations to the companies of Cpts. Pritchard, Prosser, Byrne, Morrow, English, Suebott, Allen, and Steife, for the valuable and efficient aid rendered me in those the most anxious hours of my life. If the mob was not suppressed at once, it was not for want of assistance from these gallant men, but owing to the continually changing scene of their operations,—hardly quelled at one point before disturbances would burst forth at another and a more distant one,—and not until a general meeting of the citizens authorized me to enroll a volunteer police force of one thousand men, under command of Capt. N. J. Eaton, was the public peace restored. This large force, a portion of which was mounted, was distributed in various parts of the riotous district, and completely put an end to the existing disturbance. In alluding to them, I can only say that they were worthy of their gallant commander, whose cool judgment and promptness of action well qualified him as a valuable auxiliary in a time of doubt and danger."

On a Sunday morning in May, 1853, a riot occurred which resulted in the death of two men. A member of Franklin Fire Company interfered in a dog-fight which was going on under the patronage respectively of the residents of Green and Cherry Streets. His

interference was resented by the owner of the dog and resulted in a fight. Being reinforced by some of his fellow-members and others, an attack was made upon the dog-owner and his friends. They drove their opponents through their houses and up into the city. Some of the houses in which the rioters had taken refuge were partly demolished, and the refugees when caught were severely beaten. One man was killed outright, and another so badly beaten that he died a few days afterwards.

The neighborhood of Almond and Poplar Streets, between Main and Fourth, previous to July, 1860, had been inhabited by a number of degraded men and women, whose habits excited the popular indignation to such a pitch that, on the night of July 25th, a general assault was made upon their dwellings. When the attack upon the first place was begun there were some two or three hundred men and boys engaged in it, which number was rapidly increased to a thousand. Bricks and stones were hurled at the windows, on the roof, and against the walls, driving the occupants into the back yard, and from thence to whatever shelter they could find. The commotion soon brought a dozen or more policemen to the scene, who endeavored, without any plan or system, to quell the disturbance, but their efforts were wholly ineffectual.

After breaking all the windows, doors, furniture, etc., at this place, the mob continued on its course, driving out the occupants and destroying and burning beds, furniture, garments, etc. It attacked simultaneously eleven houses, and heaped all their furniture in the street and set fire to them. The work of demolition went on until more than twenty houses had been robbed of their contents, after which the mob dispersed. Policeman Kennedy, on returning to his beat from the scene of excitement, fell down opposite Wyman's Hall and died in a short time from exhaustion.

Railroad Riot of 1877.—The period of inflation and factitious prosperity that immediately succeeded the war was followed, as all painfully know, by a long term of depression. The burden naturally fell heaviest on the working classes, among whom privation begot discontent and distress.

The great lines of railroad, of course, suffered with the rest in the general stagnation. To afford all the facilities in their power to the manufacturers and producers, they reduced their freight charges to so low a point as scarcely to cover the cost of transportation. The force of hands employed at this time by the Baltimore and Ohio Railroad was about three times as large as was necessary for the business of the road, and with the greatly reduced revenue of the line it

was absolutely necessary to make some reduction in this branch of expense. This could easily have been done by discharging the superfluous hands, but in view of the great suffering that such a step would cause it was thought better to keep on as large a force as possible and reduce the wages, and it was hoped that the men themselves would see it in that light.

On July 11, 1877, a circular was issued by the road (after the other great competing lines had taken the same action) giving notice that the wages of all hands earning more than a dollar a day would be reduced ten per cent. from July 16th. At this the brakemen and firemen of the freight-trains began to make preparations to resist, and on the appointed day they refused to work along the whole line. At once applications were made in Baltimore by men out of work to take their places, and though a disposition was shown to drive off these men, they were protected by the police, and the freight trains were moved out of Baltimore. The passenger-trains were not interfered with on that day.

Martinsburg, W. Va., was one of the company's principal relay-stations, where the hands and engines of the freight-trains were changed. The population was to a large extent composed of employés and dependants of the road, and in sympathy with the strikers. When the trains from Baltimore reached this point all the firemen abandoned them. Others offered to take their places, but these were forced from the engines by the strikers, who openly declared that no more freight-trains should be run until the former scale of wages was restored.

As the Martinsburg authorities were powerless, Vice-President King, of the Baltimore and Ohio Railroad, telegraphed to Governor Matthews, of West Virginia, asking his assistance to suppress the riot. The Governor ordered his aid, Col. Faulkner, to take the necessary steps; but the latter soon found that the Berkeley Guards, whom he had called out, were too much in sympathy with the rioters to be depended on for any efficient service. Governor Matthews then telegraphed to President Hayes for the assistance of the United States forces. The President at first hesitated, doubting whether the emergency justified Federal interference; but on receiving a dispatch from President Garrett, of the Baltimore and Ohio Railroad, showing the serious character of the disturbance and the rapidly-increasing danger, he issued a proclamation commanding the rioters to disperse, which was printed in hand-bill form and distributed all along the line. At the same time he ordered eight companies of artillery, serving as infantry, under the command of Gen. French, to pro-

ceed from Fort McHenry and Washington to Martinsburg, where they arrived on the morning of the 19th. The presence of the military overawed the strikers and prevented violence. The trains might now have been sent on had not the threats of the strikers so intimidated those who would have served that they were afraid to come forward, and only two trains were moved that day, one eastward, which reached Baltimore in safety, and one westward, which was stopped at Keyser.

By this time the strike had extended to the Ohio Division of the road, and alarming reports were received as to the intentions of the men on the Pittsburgh and other Western roads, among the rest the Fort Wayne and Chicago, the Lake Shore and Michigan Southern, Ohio and Mississippi, etc. The Western Division of the Pennsylvania was blocked, and there was trouble on the Erie. Troops were called out in both Pennsylvania and New York. The apparently vast extent of the combination caused extreme alarm, and there was an almost total paralysis of trade in Baltimore and towns along the road. The direct loss was also very great, many of the cars detained being loaded with perishable goods, and others with live-stock that were dying with hunger and thirst.

Thus far no act of malicious violence had been done, and it is probable that, beyond the stopping of the trains, none was originally intended, and even this design was confined to a part of the whole force. But, as is always the case, the turbulent and unruly, the vicious and idle gathered around the strikers, swelled their forces, and could not be restrained from violence and outrage.

In St. Louis, while there was no bloodshed, there were many violent demonstrations, and for several days the situation was threatening in the extreme. The first symptoms of trouble were manifest on the morning of July 21st, when it was announced that the brakemen on the Ohio and Mississippi Railway had determined to strike on the following Monday (July 23d), in consequence of a reduction in wages on the 16th of that month. This movement was anticipated on July 21st by a strike on the Central Division of the Ohio and Mississippi Road at Vincennes. East St. Louis being the real western terminus of the roads centring in St. Louis from the East, and their several freight-yards and depots being there, the strike began there in a meeting on the night of July 21st, which adjourned to meet the following day. On the latter date day and night meetings were held, and the strike was formally inaugurated by the employés of the Ohio and Mississippi, Indianapolis and St. Louis, St. Louis and Southeastern, Vandalia Line, Rockford and

Rock Island, Cairo Short Line, and the Cairo and St. Louis Railroad Companies, and the Union Transit and Railway Company, which controlled the traffic over the bridge. An executive committee was appointed, consisting of one representative from the employés of each road, with power to appoint sub-committees from the different branches of railroad service represented in the strike. A resolution was adopted cautioning all of the men against the use of intoxicating liquors. On this day also meetings of workmen in St. Louis and Carondelet were held, and resolutions sustaining the Eastern strikers were adopted. The St. Louis meeting adjourned in a body, and attended one of the meetings of the disaffected railroad men in East St. Louis.

On July 23d the strikers' executive committee had complete control of all the railroad property on the east side of the river, and compelled or persuaded the employés of the railroad shops and stock-yards to join them. They placed sub-committees in the various depots and yards, and guarded the railroad property at all such points. On this day the committee issued, under date of July 22d, its "General Order No. 1": "Freight-trains are forbidden to leave any of the yards after twelve M. to-night, and employés are cautioned against interfering with express-, mail-, or passenger-trains."

In conformity with this order all freight traffic was stopped, and the strikers seized two yard engines for use in frustrating any attempt to get freight-trains away. On this day also the Missouri Pacific Railroad Company acceded to the demands of its employés for the restoration of wages to the old figures, and there was a large demonstration of laboring men.

On July 24th the cigar-makers, coopers, and one or two other branches of trade went on a strike, and paraded the public streets of St. Louis. Delegations of railroad strikers visited the city from East St. Louis, and compelled the employés of the Missouri Pacific and the St. Louis, Kansas City and Northern Railroads, who had resumed work on an increase of pay, to stop, as did also the Harrison wire-workers. Six companies of the Twenty-third United States Infantry, with two Gatling guns, under command of Gen. Jefferson C. Davis, reached St. Louis for the purpose of protecting government property. The Vandalia, Indianapolis and St. Louis, Chicago and Alton, Ohio and Mississippi, Cairo Short Line, and St. Louis and Southeastern Railroad suspended passenger traffic. In East St. Louis everything was quiet and orderly, and the saloons were closed. The executive committee of the strikers issued "General Order No. 2," as follows:

"No person or persons are empowered to settle with any road, except the executive committee. 'All or none' of the employés on the strike to go to work. We, the strikers, will maintain order at all hazards."

Up to this time the demonstrations in St. Louis had been confined to public mass-meetings and parades, in which a few labor agitators, styling themselves the "International Executive Committee of the Workingmen," were the ruling and directing spirits. They had worked on the sympathies of some workingmen, and incendiary and inflammatory speeches, added to the startling events attending the riots in Pittsburgh, Baltimore, and other points in the East, had resulted in the enlistment of many mechanics and laborers. But there were very few, if any, railway men identified with the agitation in St. Louis proper, although these had at times given their moral support; the mass of the disaffected in St. Louis were tramps and irresponsible persons, idlers and curiosity-seekers. On Wednesday, July 25th, however, the demonstrations culminated in open violence. The beginning of the outbreak occurred at a meeting called for eight A.M., to be followed by a labor procession. The meeting was held under the auspices of the Internationalists' Executive Committee, which had prepared a list of industrial institutions at which the procession was expected to call and compel the employés to stop work. The procession, which subsequently degenerated into a mob, started from the Lucas Market, after hearing speeches from several of the executive committee. Prominent in the ranks were a number of colored roustabouts from the Levee, who had been invited by the executive committee to join in the demonstration. This they had done after compelling the captains of such steamboats as were lying along the Levee to advance the wages of their colored workmen.

After marching up and down Lucas Market Place, the procession passed down Locust Street to Fifth, to Poplar, to Twelfth, to the Four Courts. At the corner of Twelfth and Spruce Streets a stop was made at the Phoenix Planing-Mills, and the proprietor was allowed fifteen minutes to close up, which he did. The demand was made by a committee of spokesmen previously appointed from the ranks. While at this point the rank of the procession was broken and was not reformed. The St. Louis Bagging-Factory, at Twelfth and Austin Streets, was the next place visited. The crowd dashed over the Twelfth Street bridge in great confusion, shouting and yelling and alarming the employés of the bagging-factory, who hastened to close the doors and windows before the mob arrived. The spokesmen were met at the en-

trance by Henry Odell, the superintendent, who at once acceded to a demand for instant stoppage of the works. Before he had had an opportunity to do this the mob clambered over the fences, and yelling and hooting, created a scene of confusion as the employés, one hundred of whom were females, were being dismissed.

While at this place the negro roustabouts forced themselves to the front, and during the remainder of the day they were most conspicuous in the scenes of disorder and riot which ensued. All of the places on the programme having received previous notice from the executive committee to close, the mob regarded it as an insult when they were found open, and was apparently greatly incensed thereat. At the foundry of Shickle, Harrison & Co., a square farther west, similar scenes were enacted, and the rioters took possession of the works and compelled the engineer to shut off steam. At the Douglass Bagging Company's works, 1030 Stoddard Avenue, the disorder was even greater. Windows were broken, the door of the engine-room was burst in, and the engineer, under threats against his life, was compelled by the negroes to shut off steam. There were a great many females employed here, and they were peremptorily ordered to quit work, and in some instances received rude treatment at the hands of the negroes. Samuel Wainwright's malt-house, south of the Bagging Company's works, was visited by a crowd of negroes, who finding only a few carpenters at work, compelled them to leave. A heavy shower of rain now drenched the mob, but did not check its progress in the least. The employés of the Park Foundry of Christopher, Simpson & Co., on Park Avenue, were next driven away, and a number of rioters directed their attention to a small grocery kept by a man named Kaemper, which the negro element were only prevented from sacking by the threats of a committee-man to place them under arrest. The mills of the Southern Bagging Company, at Decatur and Barry Streets, were closed by a committee of rioters, who drew the fires in the engine-room and forced the employés to leave. The St. Louis Trunk-Factory was next closed, and the main body of the mob then desisted and started on the return. The negroes, however, attended by a few disorderly white characters, continued east on Lombard Street as an independent mob. They closed the Saxony Mills and the Southern White-Lead and Color Works, with threats of burning if operations were resumed. Thence the mob, ripe for any disorder, swept on to the Plum Street Depot, where the negroes attempted to stop a passenger-train which was on the eve of departure,

and grossly insulted the passengers, but were finally induced to leave by two or three speeches from their white colleagues. The Atlantic Mills next received a visit, and George Bain, who was in the engine room, being insulted by a negro, knocked him down, whereupon another negro assaulted Mr. Bain with a hatchet, and the latter only escaped by flight. After stopping a few bricklayers, at work on a new building, the mob raided a small cooper-shop on Third Street, where they sawed a number of hoop-poles into clubs, and, with threats of murder and arson, influenced the employés to leave. At Third and Poplar Streets the little shop of a poor widow was raided by negroes, who were about to sack it when compelled to leave by others in the mob. Page & Kraus' zinc-works were next closed, and the rioters, many of them fired with drink, continued northward, their passage being marked by similar outrages. At Garneau's bakery, at Seventeenth and Morgan Streets, and the Great bakery, on Morgan, between Sixth and Seventh Streets, they carried off whatever they desired and destroyed a quantity of stock.

At Ninth Street and Franklin Avenue a store was raided, and dry-goods, soap, etc., were thrown into the street, "so that poor people might pick them up." The Park Mills, at Thirteenth and Market Streets, and Halteman & Co.'s millwright-shop were also closed. The scenes of disorder and outrage continued until late in the day. While these two mobs were committing their acts of violence, a small contingent of the rabble attended a member of the International Executive Committee to the steam bakery of Dozier, Weyl & Co., at Sixth and Pine Streets, where there were about thirty employés, male and female. The bakery was closed, and the retail portion was broken into and its contents appropriated by the mob.

Meanwhile the authorities were not idle, but being supported only by the city police, which, while efficient, was unable to cope with the law-breakers, they could not take any effective measures at this time. In this emergency the city authorities called upon the law-abiding citizens for their co-operation in preventing destruction of life and property. The response was prompt, and Mayor Overstolz found himself supported at once by two or three score of the most prominent citizens, among whom were Gen. Marmaduke, Gen. Cavender, Gen. A. J. Smith, Gen. Noble, Maj. H. S. Turner, Walter C. Carr, and others equally well known. These counselors advised that a meeting of the better class of citizens be called for organization and defense. The proposed meeting was held at the Four Courts, and Mayor Overstolz presided. The following report of the executive com-

mittee, previously appointed, was unanimously adopted:

"Resolved, That there is hereby appointed the following-named persons to recruit and organize the citizens in their respective wards to aid the mayor, as a *posse comitatus*, for the preservation of life and property and the due and prompt enforcement of the law and the rights of all the people.

"First Ward [headquarters], court-house, north door. Gen. John S. Marmaduke, Gen. Oliver P. Gooding, Maj. Eugene Weigel, Joseph Lawrence, J. R. Harding, A. C. L. Haase.

"Second Ward, Fourth and Morgan Streets. Joseph Crawshaw, Gen. Fullerton, Col. T. W. Hemm, George Mills.

"Third Ward, Convent Market. Capt. Charles Stressmeyer, Capt. Adolph Knipper, Capt. Frank Conway, C. A. Stifel, Charles A. Pratt.

"Fourth Ward, Ninth and South Cass Avenue. Capt. Henry Bishop, John McManus, F. A. Churchill, Thomas Foley.

"Fifth Ward, Soulard Market. Capt. Charles Ploesser, David Murphy, J. H. Amelung.

"Sixth Ward, Broadway and North Market. Christ. Winkelmeier, George Hannihal, John G. Rubelman, W. C. Van Dillen, Thomas Foley.

"Seventh Ward, C. H. Reighmann.

"Eighth Ward, Broadway and Saulshury. Capt. E. D. Meier, P. Gundlach, S. B. Stannard.

"Ninth Ward, Maj. De Gress, E. Vortriede.

"Tenth Ward, Col. T. T. Gantt, Frank Backof, R. H. Spencer.

"Eleventh Ward, Capt. Charles C. Soule, A. N. De Menil.

"Twelfth Ward, Capt. John I. Martin, John J. O'Brien, Patrick Sullivan, James Collins, Sr., Thomas Morrison, Richard Brown.

"Thirteenth Ward, C. H. Albers, John Williams, C. N. McDowell, Christ. Staehlin, F. Mansfield.

"Fourteenth Ward, Conrad Beck, Henry Brockman, H. C. Meyer.

"Fifteenth Ward, corner Mississippi and Park Avenues. Gen. John S. Cavender, Col. F. Burnham, Capt. John Woods, Dr. Frank Porter, Given Campbell, S. D. Barlow, A. W. Kelsey, George Bain, W. B. Ryder.

"Sixteenth Ward, Col. L. S. Metcalf, Otto Kulage.

"Seventeenth Ward, Rink. Col. T. A. Meysenburg, Alfred W. Henry, Patrick McGrath, Robert McIlvaine.

"Eighteenth Ward, Garrison Avenue and Olive Street. Gen. John W. Nohle, Moses Fraley, Gen. John W. Turner, Preston Player, J. P. Krieger, Sr., Maj. Cahell Breckenridge, George Updike, P. C. Bulkeley, John J. Sutter.

"Nineteenth Ward, Governor Thomas Fletcher, Capt. J. Butler, William H. Clopton, Conrad Rose, George Brunaugh, Joseph Gafford.

"Twentieth Ward, B. Gratz Brown, R. G. Frost, W. F. Cozens, John Finn.

"Twenty-first Ward, Joseph T. Tatum, W. L. Ewing, Jr.

"Twenty-second Ward, D. K. Ferguson, R. L. Jones, Henry W. Williams, Capt. Bart. Guion, John R. McDonough, Matthew Brennan, James Morgan.

"Twenty-third Ward, Lewis Nolte.

"Twenty-fourth Ward, P. O'Brien, A. L. Bergfeld.

"Twenty-fifth Ward, Richard Merkle.

"Twenty-sixth Ward, Maj. Philip Bamberger, A. P. Barbec.

"Twenty-seventh Ward, Jacob Thorp, G. W. Parker.

"Twenty-eighth Ward, Christ. Conrades, John A. Scudder, C. O. Dutcher, Miles Sells, W. H. Scudder.

"Resolved, That all well-disposed citizens who wish to preserve the supremacy of law, and the lives and property of our people, are requested to assemble at nine o'clock to-morrow

morning at their several voting precincts to enroll themselves under the direction and command of the aforesaid officers of their wards, and such aids as they may appoint.

"Resolved, That Gen. A. J. Smith, elected by the Committee of Safety, be and is hereby appointed commander of the citizens under the direction of the mayor.

"Resolved, That any company or body now organized, or which may hereafter be organized, report through its commanding officer forthwith to Gen. A. J. Smith, at Police Commissioners' room, in Four Courts building."

After this meeting another was called for immediate organization, at which Gen. A. J. Smith was elected chairman. The following persons were then elected to take charge of companies under the direction of Gen. Smith: A. W. Kelsey, H. S. Turner, W. H. Clark, John E. Bloomfield, Thomas C. Fletcher, Capt. McMurtry, J. T. Butler, C. E. Salomon, C. C. Slag, J. R. Claiborne. The persons designated proceeded at once to the work of organization, and their efforts were assisted in a great measure by the following proclamation of Mayor Overstolz, under date of July 24th :

"In the present distressed condition of affairs in this city, it becomes my duty as mayor to warn all persons against the commission of acts calculated to excite disturbances and violate the public peace, and to invite the co-operation of all good citizens in the maintenance of law and order. With the points in dispute between the railroad managers and their employés the city government has neither the right nor the desire to interfere; but the scenes of violence and plunder recently enacted in the city of Pittsburgh and elsewhere illustrate the terrible consequence that may result from such difficulties. We do not regard the railroad employés and workmen of St. Louis as encouraging or countenancing these disorders, but it is a fact that cannot be denied that, taking advantage of these complications and of the opportunity afforded by prevailing confusion and excitement, a mob of reckless and lawless men have perpetrated the most outrageous depredations.

"The government of the city of St. Louis is determined to spare no effort to promptly suppress riot, to protect life and property, to vindicate our fame as a law-abiding and self-reliant people. With this object in view, I deem it necessary to invite to the aid of the government the volunteer services of all citizens in favor of law and order within their respective wards for such police duty as may hereafter be assigned to them. In order to make such assistance available, and to promote a proper organization, the following citizens have been selected as a Committee on Public Safety, viz :

"Gen. A. J. Smith, Judge Thomas T. Gantt, Gen. James S. Marmaduke, Gen. John S. Cavender, Gen. John D. Stevenson, Gen. John W. Noble. This committee has designated Gen. A. J. Smith as commanding officer of all organizations of citizens formed under this proclamation. In order to avoid causes of disturbance, all unnecessary assemblages of citizens are forbidden. Parents are requested to keep minors under their personal control. The headquarters of Gen. A. J. Smith will be at the Four Courts, where all reports will be directed."

On the following day, at the request of the Merchants' Exchange, Mayor Overstolz issued another proclamation, calling upon merchants to suspend business temporarily, and directing the closing of all places

where intoxicating liquors were sold. On the same day Sheriff Finn, at the instance of the Board of Police Commissioners, issued summonses for a *posse comitatus* of five thousand men. The responses for volunteers to the committee's call were very liberal. Meetings were held in the various wards, and as fast as companies were enrolled they were armed at the Four Courts, where the mayor had also established his headquarters, and which was transformed into a huge barrack for the citizen soldiery. On Thursday, the 26th of July, the plans for the defense and protection of the city had been so far systematized that Mayor Overstolz issued the following proclamation :

"WHEREAS, The general suspension of the business of the city on July 25, 1877, has afforded ample opportunity to all citizens to perfect their organizations in aid of the city authorities in suppressing the riotous and unlawful action of evil-disposed persons which still prevails throughout the city; and

"WHEREAS, I am now fully prepared to effectually end all further opposition to the peace and good order of this community,

"Now, therefore, I, Henry Overstolz, mayor of the city of St. Louis, do direct and order as follows :

"First, That business and laboring men of all classes, except such as are enrolled among the forces at my disposal, do at once resume their lawful occupations, and refrain as far as practicable from traversing or congregating upon the public streets of the city.

"Second, All persons are prohibited from interference by intimidation or otherwise with the employés or employers of any mill, factory, business or business establishment, or railway. Any such interference is hereby declared to be at the peril of the person or persons offering it, and will be promptly resisted with all the force at my disposal. All offenders in this behalf will be at once arrested and punished to the fullest extent of the law.

"Third, Citizens of all occupations and pursuits are ordered to abstain from any conduct calculated to disturb the peace and good order of the city. It is earnestly desired to avoid the necessity of resort to force, but the majesty of the law will be asserted, the honor and peace of the city maintained, and the property and lives of the citizens preserved. Laboring men, of whatever occupation, dissatisfied with the wages paid them, have the right to abandon their employment, but they have no legal right to interfere, nor can they justify such interference, with those who are content with their wages and desire to continue their employment. To do so is to degrade the dignity of labor and destroy the freedom of the laborer himself. The city government, sustained by all good citizens, has determined that such interference cannot and shall not be tolerated. The responsibility for any collision which may result from the dispassionate but firm execution of this determination must rest upon those who force it upon the public authorities by their violation of the law."

On the same day that the mayor issued the above proclamation, Governor Phelps and Lieutenant-Governor Brockemyer arrived in the city, and the Governor issued the following proclamation :

"WHEREAS, A large number of men have for several days been unlawfully and riotously assembled in the city of St. Louis; and

"WHEREAS, It has been represented to me that said men have unlawfully compelled other men to quit and abandon the pursuits by which they supported themselves and their families, thus to give up against their wish their usual employment; and

"WHEREAS, Said men have impeded the prosecution of the internal commerce of the country by assembling in force and preventing the transportation of the products of the agriculturist, the artisan, and the manufacturer, thereby materially enhancing the cost of the support of all persons in a time of financial distress; and

"WHEREAS, Other disturbances and disorders are threatened in this city and elsewhere in this State,

"Now, therefore, I, John S. Phelps, Governor of the State of Missouri, do hereby require said bands of men so unlawfully assembled to disband and return to their usual pursuits and avocations, and not further to molest the good citizens of this State, or to interfere with their industrial pursuits. And I do assure the people of Missouri, and especially of this city, that I am here for the purpose of seeing that the laws are faithfully executed and enforced, and that the rights of all shall be respected; that order shall be maintained; that all assemblages of evil men shall be dispersed, and that quiet and tranquillity in future shall be preserved; and with the aid of the good people of this State, I do solemnly declare these pledges shall be redeemed, so far as in me lies as their Chief Executive, not only for the peace and welfare of this city, but for every part of this Commonwealth."

Independent of the efforts of the authorities to organize a competent armed force, the merchants of the city held a meeting on Thursday, July 26th, at Armory Hall, to effect a similar organization. W. A. Hargadine, of Crow, Hargadine & Co., was elected chairman, and Goodman King, of Mermod, Jaccard & Co., was chosen secretary. As a result of the meeting a fund of twenty thousand dollars was raised, and a regiment of one thousand men, armed with rifles and navy revolvers, and officered by ex-soldiers, was recruited and placed under the direction of the mayor for guard duty in the business portion of the city. The general organization continued, and did not cease until the authorities had five fully-equipped regiments in the field, including two hundred cavalry from beyond the suburbs, whose services were tendered and accepted through Judge James S. Farrar and James C. Edwards, a company of marines, who did efficient service along the river front, and a company of artillery, in all about four or five thousand men. Several companies were composed of employes of the St. Louis and Southeastern, the Iron Mountain, and other railroads, who were particularly effective. In addition ward patrols were organized throughout the city and suburbs, but these confined themselves to special police duty. The citizen military were utilized for several days in guarding public and private property and protecting points threatened by especial danger.

Meantime the rioters, directed by an executive committee which made its headquarters at Schuler's Hall, at the intersection of Fifth and Biddle Streets,

continued their reign of terror, accompanied by public mass-meetings and parades back and forth before the Four Courts, where the city authorities and citizens' committees had their headquarters. On Thursday, July 26th, the day following their most flagrant outrages, the mob visited the extreme northern section of the city, the majority being negroes, who were led by one of their number, a large man "on a yellow horse." They visited a number of industrial institutions, and were even more insulting and disorderly than on the preceding day. Finding Filley's foundry closed and under guard, they stoned the guards and left. Belcher's sugar-refining works being also closed, they broke open the gates, raked the fires, and broke some windows. After this they had several collisions with the police, but the latter, being armed with guns and bayonets, were uniformly successful. During the day a destructive fire occurred, and was attributed to the rioters. By this conflagration a vacant house at the northwest corner of Second and Madison Streets, belonging to Amos Page, was burned, and a lumberyard belonging to A. Boeckeler & Co. was partially destroyed. On this day the following extraordinary communications were issued by the executive committee:

"TO THE HON. J. S. PHELPS, Governor of the State of Missouri, and all Citizens:

"We request your speedy co-operation in convening the Legislature and calling for the immediate passage of the eight-hour law, its stringent enforcement, and penalty for all violations of the same.

"The non-employment of all children under fourteen years of age in factories, shops, or other uses calculated to injure them.

"Your attention is respectfully called to the fact that a prompt compliance with this our reasonable demand, and that living wages be paid to the railroad men, will at once bring peace and prosperity such as we have not seen for the last fifteen years. Nothing short of a compliance to the above just demand, made purely in the interest of our national welfare, will arrest this tidal-wave of revolution. Threats or organized armies will not turn the toilers of this nation from their earnest purpose, but rather serve to inflame the passions of the multitude and tend to acts of vandalism.

"Yours, in the nation's welfare,

"EXECUTIVE COMMITTEE,
"UNITED WORKINGMEN OF ST. LOUIS."

"TO THE HON. HENRY OVERSTOLZ, Mayor of St. Louis:

"Sir,—We, the authorized representatives of the industrial population of St. Louis, have called upon you to request your co-operation in devising means to procure food for those actually in a destitute condition.

"In order to save a useless waste of your time, it is necessary that we at once say that all offers of work during this national strike cannot be considered by us as a remedy under the present circumstances, for we are fully determined to hold out until the principles we are contending for are carried.

"It is the earnest desire of every honest toiler in St. Louis to

accomplish this their purpose in as orderly a way as this dire contingency will allow.

"The stringency of food is already being felt; therefore, to avoid plunder, arson, or violence by persons made desperate by destitution, we are ready to concur with Your Honor in taking timely measures to supply the immediate wants of the foodless, and respectfully offer the following suggestions, namely: if it is not in your power to relieve this distress, we request that a convention of merchants be called by Your Honor to meet and confer with us as to the best way to procure food for our distressed brothers and their families.

"Each member of all labor organizations will hold themselves individually and collectively responsible to pay for all food procured by their order.

"That we, the unfortunate, toiling citizens, desire to faithfully maintain the majesty of the law while we are contending for our inalienable rights.

"Therefore, we in good faith give you our earnest assurance to assist you in maintaining order and protecting property. Further, in order to avoid riot, we have determined to have no large processions until our organization is so complete as to positively assure the citizens of St. Louis of a perfect maintenance of order and full protection to life and property.

"In the name of all workingmen's associations, by the Executive Committee of the United Workingmen's party of St. Louis."

Another paper, signed by "the Executive Committee," notified physicians and surgeons that they would be "professionally regarded during the present strike by wearing a white badge four inches long and two inches broad, encircling the left upper arm, bearing a red cross, the bars of which to be one inch wide by three inches long, crossing each other at right angles, allowing the bars to extend one inch each way." A few hours after the issuing of these communications a mass-meeting was held at Lucas Market under the auspices of the committee which signed them, at which incendiary speeches were made, the rioters being urged to arm and organize themselves into small companies, and intimations were thrown out that the forces of the authorities were to be attacked. This, however, appeared to be the climax of the riotous proceedings in St. Louis. The news from the East of the cessation of the labor troubles, the judicious distribution of volunteer militia, the effective action of the police, the energetic movement of citizens, the failure of the agitators who were directing the rioters to inaugurate determined efforts, and the lack of substantial results all contributed to assist in the final and peaceful repression of the mob on the following day, Friday, July 27th. The enrollment of the citizen military had been prompt and effective, and in three days about four thousand had been recruited and equipped; some had been put into active service, and all were under arms and ready.

Such was the condition of things when the mayor and his counselors determined to make an attempt to arrest the ringleaders, otherwise the "Executive Com-

mittee," at Schuler's Hall. Accordingly, on July 27th, the following order was issued through the Board of Police: "Capt. William Lee is hereby assigned to the command of the police battalion detailed for the protection of life and property, and more particularly for the capture of the violators of the law now assembled in Schuler's Hall. In effecting the arrest of said unlawful assemblage you will use your best judgment, and should forcible resistance be offered, such as you cannot control without damage to your command, open fire on them. If arrested, files of soldiers will be in readiness to aid you in bringing them to these headquarters."

The raid on Schuler's Hall was made by a battalion of mounted police and patrolmen and soldiery with cannon, and attended by the mayor and prominent citizens. The mounted police led the procession, and on arriving at the hall cleared the street by charging the masses who had gathered there, effectually dispersing them. A number of rioters and idlers who were in the hall were arrested, but the executive committee, having been warned of the approach of the police and military, leaped from the third story of the building to the roof of an adjoining house and thence escaped, but were subsequently captured and punished. This action completely broke up the riot, and although the police prevented the holding of meetings, and the services of the soldiery were availed of a few days longer, there was no further disorder.

The railroad strike in East St. Louis during this period had remained in *statu quo*. The disaffected men were quiet and orderly, and at no time joined the St. Louis mob. On the contrary, they sent word to the St. Louis leaders to "leave them alone." They confined themselves to parades and meetings, and wisely kept the liquor saloons closed, but at the same time compelling the total suspension of business of all railroads terminating there. The beginning of the end in East St. Louis came with the rising of the sun on Saturday, July 28th, the day succeeding the raid on Schuler's Hall in St. Louis. At this hour twelve companies of the Twenty-third United States Infantry, regulars, under the command of Gen. Jeff. C. Davis, came up the river on the steamer "Elon G. Smith," which with an armament of guns had been in service along the river front during the St. Louis riots, and surrounded the Relay Depot, which they at once occupied, the few rioters who were there at that hour beating a hasty retreat. The surprise was complete, and in a short time eight of the companies were sent back to the arsenal. An hour or two after the capture, Governor Cullom, of Illinois, arrived from Springfield, accompanied by United States Marshal E. R. Roe, Col. Merriam, Col.

R. D. Lawrence, Capt. A. Orendorff, Judge William Prescott, Maj. James A. Connolly, Col. S. H. Jones, Major Ray, and a number of prominent citizens of Springfield. Subsequently the Governor issued the following proclamation :

"WHEREAS, Certain persons, active in violation of the law, have assumed to interfere and prevent the movement of railroad trains in this State, and have sought to intimidate honest workingmen, engaged in the avocations by which they earn their daily bread, and to compel them to cease their labor; and

"WHEREAS, This condition of affairs continues, and is intolerable, entailing as it does disastrous consequences, the nature and extent of which it is impossible to foresee,

"Therefore, I, Shelby M. Cullom, Governor of the State of Illinois, acting under and by authority of the laws of this State, do command all such riotous and disorderly persons to desist and return to their homes, and do call upon all sheriffs, mayors, and other officers charged with the execution of the laws to break up all conspiracies against the rights of property and persons, and to this end to employ every lawful means in their power, and to enjoin upon all citizens to assist in bringing about the restoration of order, resumption of business, moving of trains, and revival of manufactures.

"I further give notice that the entire military force at my disposal, as commander-in-chief of the military, will be employed for the support of the civil authorities in this endeavor, and that orders will be given to troops to use whatever amount of force may be necessary to compel obedience to the law."

As soon as Governor Cullom reached East St. Louis he telegraphed for the Belleville Guards, of Belleville, Ill., Capt. Andel commanding, who reached the scene of trouble early in the afternoon. Their arrival was supplemented by that of six or seven hundred more of the Illinois militia, who came in a body, as follows: Brig.-Gen. E. N. Bates, commanding; Lieut.-Col. J. N. Reece, assistant adjutant-general; Assistant Inspector, Maj. G. S. Dana. Fifth Regiment, Colonel, S. H. Barclay; Lieutenant-Colonel, Cornelius Rourke; Major, William C. Gilbreth; Adjutant, C. F. Mills; Surgeon, J. N. Dixon; Sergeant-Major, J. H. C. Irwin. Company C (Governor's Guards), of Springfield, Capt. G. S. Johnson; Company D (Cullom Guards), of Williamsville, Capt. I. F. Constant; Company I (Morgan Cadets), of Jacksonville, Capt. Harrison; Company K (Light Guards), of Jacksonville, Capt. J. N. Swails.

Eighth Regiment, Capt. E. B. Hamilton, commanding; W. L. Distin, adjutant; Francis Aid, quartermaster; R. W. McMahan, surgeon; William L. Ryan, sergeant-major. Quincy Guards, of Quincy, Lieut. R. A. Cox, commanding; Keokuk Junction Guards, Lieut. Wm. Hanna; Carthage City Guards, Capt. C. Long; Mount Sterling Guards, Capt. M. H. Lawler; Augusta Guards, Capt. E. Gillett; Quincy Veterans, Capt. L. Bort; Clayton Guards, Capt. H. A. Horn.

These troops found the city free from disorder and in the possession of the military, which had previously arrived, and beyond the ill-concealed disgust of the rioters at the march which had been stolen on them, and disappointment which found expression only in words and private discussions, there was little to indicate the situation of a few hours before.

On the arrival of the National Guards the following military order was issued:

"HEADQUARTERS SECOND BRIGADE,
FIRST DIVISION, ILLINOIS NATIONAL GUARD,
EAST ST. LOUIS, ILL., July 28, 1877.

"General Order No. 6.

"Having, in compliance with orders from the Governor and commander-in-chief of the forces of the State, assumed command of the Illinois National Guard at East St. Louis, for the purpose of aiding the civil authorities of St. Clair County and the city of East St. Louis in preserving the peace and protecting property therein, to effectually execute this order, acting with the peace officers of said county and city, I hereby command all persons within the said county and city to observe the peace and aid in the execution of the laws. Riotous and other unlawful assemblages are hereby prohibited, and will be promptly dispersed. Private citizens in any considerable number, appearing in public armed with weapons of any kind, will be regarded as rioters and dealt with accordingly.

"The streets of the city and thoroughfares of the county will be kept free from crowds, and all boisterous and unruly persons will be arrested and punished as provided by law.

"Citizens and corporations with whose business any person interferes, by the use of violence or the intimidation of their employes, reporting the fact to these headquarters, will be protected by the forces of this command in the peaceful pursuit of their several avocations.

"By order of Brig.-Gen. E. N. BATES, commanding Illinois National Guards.

"J. N. REECE, A. A. G."

On the following day, Sunday, July 29th, the military was further reinforced by the Fourth Regiment, Illinois National Guard, a company from Peoria, and one from Henry, Stark, and Knox Counties. A number of gatherings of idlers and strikers were dispersed, and there were a great many arrests, individual and collective. There was no trouble in East St. Louis after this, and on the ensuing day a large majority of the strikers returned to work, the movement of freight became general, and all of the railroads resumed operations. The military remained in occupation of the city a few days longer, and with their assistance a number of ringleaders were apprehended and sent to Springfield for punishment.

On Tuesday, July 31st, the people of St. Louis witnessed a fitting *finale* to the labor troubles in a parade of all of the volunteer forces that had rallied to their protection a few days before, in which such companies as still remained in East St. Louis participated. The parade started at half-past four o'clock in the afternoon over a line of march embracing Twelfth

Street, from Clark Avenue to Pine Street, to Fourteenth, to Lucas Place, to Eighteenth Street, to Morgan, to Seventh, to Carr, to Fifth, to Clark Avenue, to the Four Courts, and was composed as follows :

Gen. A. J. Smith and staff: Col. Leigh O. Knapp, adjutant-general; Col. J. S. Fullerton, assistant adjutant-general; Col. R. H. Spencer, chief of ordnance; Col. C. W. Thomas, David Murphy, Eugene F. Weigel, J. B. Gondolfo, R. H. Brown, T. W. Heman, Edgar Miller, aides-de-camp; Col. W. F. Melbourne, aide-de-camp and acting quartermaster; Col. Louis Dorsheimer, aide-de-camp and acting commissary subsistence.

First Brigade.

Knights Templar Band.

Company A, Missouri National Guard, St. Louis, Capt. Chas. E. Pearce; Quincy Grays, Quincy, Ill., Capt. E. B. Hamilton; Peoria Veteran Light Guards, Peoria, Ill., Capt. Thomas Cosgrove; Peoria National Blues, Peoria, Ill., Capt. James M. Price; Belleville Guards, Belleville, Ill., Capt. Casimir Andel.

Merchants' Regiment, St. Louis: Company A, Capt. H. Duncker; Company B, Capt. Fairbanks; Company C, Capt. J. D. Brutsche; Company F, Capt. Robert McCulloch; Company D, Capt. William Harrigan; Company E, Capt. Joshua Brown; Company G, Capt. Robert Cunningham; Company H, Capt. Joseph K. Byers.

Second Brigade.

Gen. John W. Noble, commanding, and staff: Capt. Silas Bent, J. R. McBeth, W. M. McPherson, and J. R. Currie.

Eighteenth Ward Battalion, Capt. F. B. Davidson, commanding: Company A, Lieut. G. C. Castleman; Company B, Capt. R. R. Hutchinson; Company C, Capt. J. D. Slocum; Court-House Guard, Capt. S. F. Adreon; Phelps Guard, Capt. C. L. White; Capt. William C. Marshall's company.

Bremen Battalion, Capt. E. D. Meier, commanding: First Company, Lieut. R. B. Stuart; Second Company, Capt. S. B. Stannard; Third Company, Capt. Buchanan.

Capt. Jefferson Clark's company.

Capt. Rothford's company.

Third Brigade.

Gen. W. U. R. Beall, commanding, and staff: Maj. W. F. Haines, assistant adjutant-general; Capt. George H. West, lieutenant-colonel; Maj. N. H. Clark and F. W. Molt, aides-de-camp.

Company A, Fifteenth Ward, Lieut. H. F. Messengale.

Squires' Battery, Col. Charles Squires commanding.

Excelsior Guards, Capt. H. W. Steirman.

Mayor's Guard, Capt. Wm. Bull.

Real Estate Guards, Capt. E. G. Obeare.

Company A, Carondelet Militia, Capt. J. J. Frey.

Company D, Carondelet Militia, Capt. W. H. Fagley.

Capt. Thomas G. Fletcher's company.

Fourth Brigade.

Col. David Murphy, commanding.

Maj. Soule's battalion, Maj. Charles C. Soule, commanding: Adjutant, F. L. Shaw; Sergeant-Major, W. P. Minor; Commissary-Sergeant, Stephen D. Barlow, Jr.; Company A, Capt. W. S. Long; Company B, Capt. C. M. Woodward; Capt. C. H. Krum's company, Capt. W. P. Nelson's company, Capt. P. H. Cronin's company, Capt. Davenport's company, Capt. Schamitz's company, Capt. Berzey's company, Capt. Gondolpho's company, Capt. Stevens' company, Capt. George H. Shields' company, Capt. Kirk's company, Capt. Cunningham's company, Capt. Brownell's company, Capt. Hahn's company.

Fifth Brigade.

Gen. D. M. Frost, commanding, and staff: Col. H. J. McKellops, adjutant; Maj. N. Wall, quartermaster.

Cosmopolitan Band.

Detachment United States Artillery, Lieut. Bolton, commanding.

Marine Corps of St. Louis Volunteers, Capt. F. C. Moorehead.

Tenth Ward Guards, Lieut. C. H. Stone.

Iron Mountain Railway Guards, Capt. J. H. Woodward.

Southeastern Railway Guards, Capt. Harry M. Kenderdine.

Twelfth Ward Guards, Capt. A. B. Glove.

The parade consisted of the exigency militia of St. Louis, with the exception of Company A, Missouri National Guard, the Illinois State troops, and the United States artillery, and numbered about five thousand muskets. A number of other companies of citizen troops were absent on guard duty.

Thus ended the great riot of 1877 in St. Louis, and considering the fact that at the time of its inception there was only one company of State troops in Missouri, the State and city authorities and the citizens of St. Louis deserve great commendation for the prompt and pacific suppression of the disorder that reigned throughout the city.

FAMOUS DUELS.

One of the most celebrated dueling-grounds in the United States was the well-known "Bloody Island," in the Mississippi River, opposite St. Louis, which gained its name from three fatal encounters there in 1817, 1823, and 1831. The first duel near St. Louis that we have any record of occurred in December, 1810, between Mr. Farrar and Mr. Graham, but accounts are meagre, and it is uncertain when they met. Neither of the parties was injured. The duel that first gave Bloody Island its right to that incarnadined title was that between Col. Benton and Charles Lucas, in 1817, in which the latter was wounded, and at a second meeting killed. The entire record of this duel, which in some respects overrode the accepted laws of the code, and which seems to have been characterized by a bloodthirsty spirit on the part of one of the chief actors, can be found in the *Missouri Gazette* for that year, and in the letters of the principals on the subject.

An extended sketch of Charles Lucas, published Nov. 1, 1817, throws much light on his character and on the training young Western men had in those days. Born Sept. 25, 1792, near Pittsburgh, of Norman parents, who had settled there in 1784, he followed them to St. Louis in 1805, returned to Pennsylvania in 1806, and spent five years in study at Jefferson College. Young Lucas is said to have shown from his childhood penetration, judgment,

originality, independence, tempered in all things with a kindly regard for the rights and feelings of others. After completing his classical education he returned to St. Louis, entering the office of Col. Rufus Easton to study law. As soon as the war of 1812 was fairly begun he joined a company of volunteers raised at St. Louis, and served in a campaign up the Illinois River. The next winter he aided in forming a company of artillery, which tendered their services to the Governor, and were placed on an island near Portage des Sioux. Their captain was Robert Lucas, and when he resigned to enter the regular army, Charles Lucas was appointed in his place. The post was important, and an attack deemed probable. Lucas had displayed zeal, courage, and ability, but no encounter with the enemy occurred during the season. Later that summer he was sent to punish hostile Indians near St. Charles, but the report proved false, and he returned to St. Louis to resume his law studies, was admitted the following spring, and a few months after was elected representative from St. Louis County to the Assembly, filling the vacancy caused by the death of Mr. Emmons, of Bonhomme. He proved a useful and worthy member. In order to extend his knowledge he made a tour in the winter of 1816-17 through parts of the West, and visited the Atlantic States. In 1817 he was appointed United States attorney for Missouri, which office he held at the time of his death. All contemporary evidence goes to show that young Lucas was earnest, industrious, and worthy, both in public and in private life. The family then, as ever since, was one of great mark and power in St. Louis, and every member of it seemed gifted with more than ordinary courage, public spirit, and energy. It was a time when no man could refuse to fight a duel and escape social ostracism, and a faithful attorney often gave umbrage to men, whose reply was a challenge. In 1817, Congressman John Scott demurred at an article written by Charles Lucas, concerning the election at which the former had won, but the dispute was amicably settled.

The difficulty with the famous Thomas H. Benton grew out of political reasons, was, at least on one side, unrelenting, and through its fatal results colored and affected St. Louis politics for a third of a century after. It may justly be ranked as the great political duel of Missouri. We shall first give the account written by Charles Lucas on the night before his first meeting with Benton, and found among his papers :

"The causes of difference between T. H. Benton and me were as follows: At October court of last year (1816) Mr. Benton and I were employed on adverse sides in a cause. At the close

of the evidence he stated that the evidence being so and so, he requested the court to instruct the jury to find accordingly. I stated, in reply, that there was no such evidence, to my remembrance. He replied, 'I contradict you, sir.' I answered, 'I contradict you, sir.' He then said, 'If you deny that, you deny the truth.' I replied, 'If you assert that, you assert what is not true.' He immediately sent me a challenge, which I declined accepting, for causes stated in my correspondence. The jury in a few minutes returned a verdict for me, and in opposition to his statement. He never even moved for a new trial. Since that time we have had no intercourse except on business. On the day of the election at St. Louis, 4th August, 1817, I inquired whether he had paid a tax in time to entitle him to vote; he was offering his vote at the time. He applied vehement, abusive, and ungentlemanly language to me, and I believe some of it behind my back, all of which he declined to recant, to give me any satisfaction other than by the greatest extremities. This is the state of the dispute between T. H. Benton and myself. I make this declaration that, let things eventuate as they may, it may be known how they originated."

The letter Lucas sent to Benton after the challenge in 1816 from Benton was as follows :

"ST. LOUIS, Nov. 15, 1816.—T. H. Benton, present: SIR,—Your note of this afternoon was received. On proper occasions, or for proper causes, I would give the kind of satisfaction you appear to want, but for such causes as the one you complain of, under all the existing circumstances, I would not feel justified in placing myself in such a situation as to be under the necessity of taking your life or jeopardizing my own. I will not suffer the free exercise of my rights or performance of my duties at the bar to be with me the subject of private disputes, nor will I allow it to others for doing my duty to my clients, more particularly to you.

"In this case, who made the first breach of decorum, if one was made? You complain of my having given you the lie direct, and have as much right to complain of the whole jury, who on their oaths found a verdict in direct contradiction to what you stated to be the evidence. My object was that no misstatement of the testimony should be made in hearing of the jury without being contradicted. This was my duty to my client and to myself. The verdict of the jury verifies the statement I made of the evidence, and I will not, for supporting that truth, be in any way bound to give the redress or satisfaction you ask for to any person who may feel wounded by such exposure of truth.

"Yours, etc.,

"CHARLES LUCAS."

After the difficulty in August, 1817, at the polls, Benton refusing to listen to any mediator, Lucas arranged his affairs and sent his enemy a challenge, which was at once accepted. Under date of August 11th a letter found among his papers said,—

"DEAR FATHER,—Embarked as I am in a hazardous enterprise, the issue of which you will know before you see this, I am under the necessity of bidding you, my brothers, sisters, friends, adieu. May my brothers and sisters procure to you that consolation which I cannot render . . . I request my brothers, William and James, to pursue their studies with assiduity, preserving peace and good will with all good men. Father, sister, brothers, and friends, farewell.

(Signed)

"CHARLES LUCAS."

On the following morning they met. Luke E. Lawless, the famous and pugnacious lawyer, and Maj.

Pilcher were Benton's seconds, and Dr. Farrar his surgeon. Joshua Barton, the eloquent and popular advocate and politician, and Col. Clemson acted as seconds for Lucas, and Dr. Quarles as surgeon. The moment the signal was given the two men fired simultaneously. Dr. Quarles, in his written statement to John B. C. Lucas, said,—

“Mr. Lucas appeared to be, previous to and at the time of his taking the ground or distance, cool and collected. At the first fire your son was wounded; the ball struck obliquely on the left side of his windpipe, in the immediate neighborhood of what is called the thyroid cartilage; it buried itself, and having passed obliquely downward, came out at the distance of about an inch and a quarter from where it entered; in its passage it opened the external jugular vein. As it was my opinion that the wound which he had received disabled him from fighting with equal advantages, I dissuaded him from taking another fire. In this opinion I was afterwards confirmed, for he fainted soon after getting into the boat.”

Joshua Barton, the second of Charles Lucas, made the following statement in a letter addressed to John B. C. Lucas :

“In answer to your last inquiry, I assure you that Charles at both interviews appeared perfectly cool and collected before and after taking his position to fire. At the first meeting, when Col. Benton demanded another fire or a second meeting, Charles told me to reload, that he could stand another fire. This I hesitated to do, under a belief, which I have never changed, that to let him shoot again would have been on my part a wanton exposure of the life of a man who, to judge from the profuse discharge of blood, had received a wound which might prove mortal. He requested me to propose shortening the distance, which I declined for the same reasons. It was at the solicitation of Dr. Quarles and myself that he consented to adjourn that meeting. We supported him to the boat, soon after getting into which he fainted.”

Not until September 18th, or nine days before the second meeting, was any statement made by the Benton side, though rumors, charges, and countercharges were abundant. Col. Lawless then made a statement, which, after saying that Mr. Lucas was not satisfied, but found his wound more severe than he thought, concludes thus :

“I again demanded of Mr. Lucas if he was satisfied, and if he wished for another meeting with Col. Benton. To this question he replied that he was satisfied, and that he did not require a second meeting. Having reported this answer to Col. Benton, he declared aloud that he ‘was not satisfied, and required that Mr. Lucas should continue to fight or pledge himself to come out again as soon as his wound should be in a state to permit him.’ This promise was accordingly given, and the parties pledged themselves by their seconds to perform it.”

This statement was confirmed by a letter from Joshua Barton. As the case now stood, Col. Benton had insulted Mr. Lucas; the latter had asked for redress and been refused. They met, and Lucas, the challenger, was wounded. He desired another meeting, but waived his rights under the so-called

“Code of Honor,” and said he did not wish another meeting. Then Col. Benton, who had every advantage on his side, declared with his famous energy and determination that “he was not satisfied,”—that is, he meant to try to kill Lucas, for there is no doubt but that Benton was known as the better shot, and the odds were all in his favor. It is a sad thing to say, but impartial history must write it thus: At the point when the demand for a second meeting was made, even the poor excuse of the duello was left behind.

Mr. Lucas recovered rapidly, though his wound was severe, and the heat of the season very unfavorable. When his friends came to see him, and asked of the talked-of second meeting, he said frankly that if he must meet Col. Benton again the distance must be shortened to better equalize their chances. August 22d he told Barton that he was ready to meet his foe. In a letter dated October 3d Barton says,—

“On Friday, the 22d of August, about eight o'clock in the morning, I waited on Col. Lawless for that purpose. After conversing a while on different subjects, Col. Lawless inquired after Mr. Lucas' health and his state of convalescence, to which I replied that he was then sufficiently recovered to meet Col. Benton. Col. Lawless asked when he would be ready to go out, to which I answered the next morning, or at whatever time should be thought best. Col. Lawless then informed me that he was going that day to Hereuleaneum on important business of his own, and should not return before the next Sunday evening or Monday morning, and mentioned something of Col. Benton's calling on another friend in case the meeting should take place next morning. I professed my willingness to postpone it till his return, if Col. Benton was willing. Col. Lawless not seeming disposed to agree to anything without previous consultation, we conversed freely on everything connected with the affair, and particularly on the prospects of peace resulting from an attempt which had been made a few days before. Col. Lawless did not know at that time whether his friend would drop it in the way which had been proposed, but said ‘he (Mr. Lawless) would make another trial of him.’ We parted with an understanding, as I thought, that Col. Benton was to be informed of what had passed, who could then either withdraw his demand for a second meeting, call on another friend, or wait Col. Lawless' return. I was surprised at not hearing from them sooner, and afterwards asked Mr. Lawless if he had not informed his friend before going to Hereuleaneum, who told me he called for that purpose, but did not find him at home. I considered that a sufficient notice was given.”

With reference to the attempts to bring about a reconciliation at this juncture, the evidence will be taken entirely from Col. Lawless' statements. His letter of September 18th, already quoted from, throws a flood of light on the proceedings. This was published at a time when Lawless thought harmony had been secured. His object was to justify his principal. He says,—

“The earnest representations of Col. Benton's friends and his own generous disposition had considerably weakened those indignant feelings which on the ground had impelled him to

exact from his antagonist a promise of another interview. His cooler reflection informed him that, having wounded the man who had challenged him, and who, notwithstanding the wound, declared himself satisfied, in pursuing Mr. Lucas further his conduct would assume an aspect of vengeance foreign from his heart, and that the sympathies and opinions of his fellow-citizens would probably be roused against him. On these considerations he had almost determined to withdraw the demand of a second meeting, and did not conceal this feeling from those persons with whom he was in habits of intercourse. Col. Benton, in thus yielding to the entreaties of friendship and to the dictates of his conscience, did not imagine that he was furnishing a means of calumny to his enemies, or that the motives of his conduct could possibly be misunderstood. In this idea he found himself disappointed, and was in a very few days assailed by reports of the most offensive nature to his feelings and reputation. Col. Benton then saw the necessity of disproving those reports, either by another meeting or by the explanation of Mr. Lucas, from whom or from whose friends he supposed them to have proceeded. He accordingly determined to await the moment when Mr. Lucas should be sufficiently recovered to come to the field, and then to give him an opportunity of justifying or contradicting the reports in circulation. About this time Mr. Barton called on me, whether in the capacity of Mr. Lucas' second or not I cannot say, and in the course of conversation, in reply to a question of mine, informed me that Mr. Lucas was sufficiently recovered to meet Col. Benton."

Two days later Col. Lawless, having seen Col. Benton, called on Mr. Barton. His statement continues,—

"As I was one of those who were of opinion that he should release Mr. Lucas from the pledge he had given, I felt considerable regret that the generous intentions of my friend should be affected by reports which might have been circulated without the knowledge of Mr. Lucas, and considered it, therefore, my duty to exert myself in every way consistent with the honor of Col. Benton to avert a result which would certainly prove more or less calamitous. With this view, I stated to Mr. Barton the motives that might have disposed Col. Benton to release Mr. Lucas from his promise to meet him and the causes that counteracted this disposition. I then proposed that Mr. Lucas should sign a declaration disavowing the reports in question. To this proposition Mr. Barton assented, and a declaration to the above effect was drawn up and agreed to by us. This declaration, which appeared to me sufficiently full, was submitted to Mr. Lucas, who consented to sign it. Col. Benton, however, did not consider it as sufficiently explicit, and rejected it. This decision appeared to leave no other alternative than a meeting, which was accordingly agreed upon between me and Mr. Barton."

The Lawless account proceeds as follows :

"In this situation matters remained for three or four days, during which my own reflection, and the opinion of several honorable and sensible men whom I consulted, convinced me that the cause of quarrel at present being perhaps ideal, I should omit no effort to prevent the fatal consequences of the intended meeting. In this opinion the personal safety of my friend was my least consideration, as upon such occasions it ever has been. With this view I drew up a second declaration more explicit and full than the former, precluding all possibility of mistake as to the motives or conduct of either party, and, as it appeared to me, consistent with the honor of both. Mr. Barton having examined and approved of it, obtained from Mr. Lucas his consent to sign it. I, on my part, submitted it Col. Benton, and, supported by his other friends, succeeded in inducing him to accept it."

The terms of this declaration are as follows :

"In consequence of reports having reached Col. Benton of declarations coming from me respecting the shortness of the distance at which I intended to bring him at our next meeting, I hereby declare that I never said anything on that subject with a view to its becoming public, or of its coming to the knowledge of Col. Benton, and that I have never said or insinuated, or caused it to be said or insinuated, that Col. Benton was not disposed and ready to meet me at any distance, and at any time whatsoever.

(Signed) "CHARLES LUCAS."

The object of this publication was to show that with honor to both parties the entire matter had been closed. It proves beyond question that here the whole matter should have ended. It fixes the blame of subsequent events on Col. Benton. On this point J. B. C. Lucas said afterwards,—

"My son thought he had attained his object, which was to silence his enemies, to convince the world that he dared to meet a renowned duelist, his superior in the art and mystery of killing men, and give him a full chance to shoot at him; but he dreaded nothing more than the idea of sliding into the character which he most abhorred, that of a common duelist. He apprehended that in pursuing that course any further he would soon forfeit the esteem and confidence of the sober and virtuous part of the community. He thought it was high time for him to retrace his steps, and consented, with the advice of his friends, to sign the declaration."

But there was a determination to force a second meeting. Whether Col. Benton was most to blame, or whether evil-minded friends, knowing his disposition, misrepresented the facts, cannot be easily decided. September 26th, on his return from Superior Court, Lucas, to his surprise, received a peremptory challenge dated three days before. It read as follows :

"SIR,—When I released you from your engagement to return to the island, I yielded to a feeling of generosity in my own bosom and to a sentiment of deference to the judgment of others. From the reports which now fill the country it would seem that yourself and some of your friends have placed my conduct to very different motives. The object of this is to bring the calumnies to an end and to give you an opportunity of justifying the great expectation which has been excited. Col. Lawless will receive your terms, and I expect your distance not to exceed nine feet.

(Signed) "T. H. BENTON."

Young Lucas blazed with indignation, and responded as follows :

"Although I am conscious that a respectable man in society cannot be found who will say he has heard any of those reports from me, and that I think it more probable they have been fabricated by your own friends than circulated by any who call themselves mine, yet, without even knowing what reports you have heard, I shall give you an opportunity of gratifying your wishes and the wishes of your news-carriers. My friend, Mr. Barton, has full authority to act for me.

(Signed) "CHARLES LUCAS."

They met the next morning on Bloody Island. The distance was ten feet. Benton had a barely per-

ceptible advantage in quickness, and his bullet, passing through Lucas' arm, gave him a mortal wound in the region of the heart. He died in a few minutes. Col. Benton was unhurt.

Mr. Barton stated that "at the last interview Lucas appeared equally cool and deliberate; both of them presented and fired so nearly together that I could not distinguish two reports." It was remarked that Lucas raised his pistol in a good direction, hence it is supposed that the ball of his adversary reached his arm before or at the time his pistol went off.

Col. Benton, as is customary in such cases, approached the fallen man and expressed his sorrow. Lucas replied, "Col. Benton, you have persecuted me and murdered me. I don't, or cannot, forgive you." And he repeated these words. Finding, however, that his end was fast approaching, he added, "I can forgive you,—I do forgive you," and he gave Col. Benton his hand.

This is a plain account of a dreadful affair, which ought never to have been permitted. The seconds of both parties appear to have been much to blame. They should, after the first meeting, have declared that sufficient had been done to satisfy all concerned. The second meeting was forced in spite of reason and humanity, and thus a young man of high character and great promise was lost to the service of his State. A letter, printed in 1817, from Col. Rufus Easton, one of the most prominent lawyers in St. Louis at that time, throws further light on the affair. After saying that a report had been industriously circulated in St. Louis to the effect that he had instigated the challenge from Lucas, Col. Easton proceeds,—

"A sense of justice and a respect for truth induce me to state that this report is utterly false. I attest that I traveled with Charles Lucas from the village of Prairie du Rocher to St. Louis, on his return from attending the Superior Court for the Southern Circuit; that we arrived together at St. Louis on the 26th of last month, at about eight o'clock in the morning; that on his arrival he expressed much astonishment at seeing in the *Missouri Gazette*, under the name of L. E. Lãwless, a statement not only containing a long series of facts, but also what were pretended to be the thoughts, motives, and intentions of Col. Benton. Mr. Benton was represented in this statement in glowing colors and occupying a very high ground, and Charles Lucas was standing on a low one. Notwithstanding all these apparent advantages on the side of Col. Benton, something was still wanting, he was not satisfied,—Charles Lucas was yet breathing."

The coolness and high courage of Mr. Lucas at both meetings was proved by irrefragable evidence. He was but twenty-five years old at the time of his death. After the fatal result the *Missouri Gazette* remarked,—

"The infernal practice of dueling has taken off this morning one of the first characters in our county, Charles Lucas, Esq.,

attorney-at-law; his death has left a blank in society not easily filled up."

The party factions of 1817 are long ago forgotten and outgrown, except in the memory and record of such events as this Benton-Lucas duel.

In August, 1818, occurred the next duel of which any distinct account is preserved. It was that of Capt. Martin and Capt. Thomas Ramsay, of the First Regiment United States Rifles. It took place near St. Louis, the exact locality not being recorded, and at the first fire Capt. Ramsay was fatally wounded. He was buried with Masonic honors August 17th.

On the 30th of June, 1823, occurred the death of Hon. Joshua Barton, shot in a duel by Thomas C. Rector, brother of the surveyor-general of the Territorial district. Barton, second in the Benton-Lucas duel, and one of the ablest and best-loved men in the community, was at the time attorney-general for the district of Missouri, and his brother was United States senator. In the *Missouri Republican* of June 25, 1823, Joshua Barton, over the signature "Philo," criticised the official conduct of William Rector, the surveyor general. The editor said, in the same issue,—

"We have inserted the communication signed 'Philo' on the principle that men in office are bound to answer to the people for the manner in which they discharge their public duties, and that if charges are made against them from a respectable and responsible source, and are couched in decorous terms, the press would defeat the object of its institution if it refused to permit them to come before the public."

Barton's complaint was,—

"That the surveyor-general indulged in the practice of giving out the largest and best contracts for surveying to his family connections and personal friends, who sub-let them, and, without incurring any particular labor, responsibility, or risk, were enabled to pocket considerable emoluments."

After the duel (July 16th), Edward Bates, one of the most distinguished men St. Louis has ever claimed as a citizen, gave his public pledge to substantiate this. He then showed that no less than twelve relatives and connections of Surveyor-General Rector had received from him appointments as deputy surveyors, and had sub-let contracts at enormous profits to themselves. In the year 1822 alone, out of two hundred and fifty-four townships surveyed, one hundred and ninety-five were given to his own kindred. Bates concluded his exposure in the following sensible manner: "If Gen. Rector should take offense at what I have written, the courts are open to him, and if I have wronged him, the laws will afford him a vindictive remedy. If he will venture to take this course, I will justify these statements and prove the facts upon him before a jury."

But the Rector blood was aroused when the members of the family read Barton's letter. The general was in Washington attending to his political interests, for his place was in jeopardy. Though expected to return in a few days, his brother Thomas could not wait, but having secured the name of the writer he challenged him. The meeting took place at six P.M. June 30th. Both fired at the word, Barton dying in a few moments, and Rector escaping unhurt. On July 1st Gen. Rector returned, and issued a card requesting suspension of public judgment. He also, losing his temper, wrote angrily to the editor of the journal that had published "Philo's" communication. A week later he published a general denial of the charges against him. Public sentiment could, under these circumstances, have but one opinion, and the Rectors lost caste. Thomas was killed in a brawl some years later, and William died in poverty and misery in Illinois.

On the 17th of September, 1823, the *Republican* remarked, "Two more persons have been killed in duels near St. Louis. Their names are Messrs. Waddle and Crow. It must be a vicious state of society in which the pistol is the umpire in every controversy." Two of the three fatal duels fought in 1823 near St. Louis occurred on Bloody Island.

Undeterred by these tragical events, and yielding weakly to an evil public sentiment, fatal encounters continued. In 1831 the doubly disastrous Biddle-Pettis duel occurred. This also originated in political causes, and had its sources in the war against the United States Bank, at whose head was Nicholas Biddle, a conspicuous figure of the time. The conflict grew fierce and acrimonious. In St. Louis resided Maj. Thomas Biddle, a gallant officer of the war of 1812, brother of Nicholas, and Spencer Pettis, an ardent supporter of the Jacksonian policy. The former was paymaster of the army, and had recently been married. The latter, a lawyer and representative in Congress, desired re-election, and in his canvass was very severe in his criticisms of Nicholas Biddle. Maj. Biddle attacked Pettis in a newspaper article, and Pettis replied in strong terms. Maj. Biddle then resolved to cowhide his opponent, sought his lodgings early in the morning, was shown to his room, found him in his night-clothes and asleep, and proceeded to chastise him unmercifully. Outsiders rushed in and put a stop to the disgraceful scene. Mr. Pettis was in feeble health, and great sympathy was felt for him. He took no immediate steps towards redress; his friends and partisan newspapers said all they could, and at the election he was chosen by a large majority. But the night before the election, Pettis, thinking that

Biddle might attack him upon the street, procured his arrest on a peace warrant, and Judge Ferguson, reasonably thinking that under the circumstances too much peace was better than too little, also bound Mr. Pettis over. This action has been variously criticised. Its causes were purely political. David Barton was Pettis' opponent, and a giant to contend against. Col. Benton himself took the matter in hand, and told Pettis that if they met and he was shot, there was no time to bring out another candidate. "Therefore," he said, "arrest Biddle, print the facts, and after the election vindicate your honor." After the election, for nearly a month, the parties were engaged in official business.

On August 21st or 22d the challenge was carried by Capt. Thomas to Maj. Biddle. They met at Bloody Island at five o'clock on Friday afternoon, August 27th. The intelligence of the duel spread through St. Louis, and an immense concourse of people lined the river shore to witness it. The windows and the tops of the houses were crowded with spectators. Owing to the nearsightedness of Maj. Biddle, the distance was fixed by him at five feet. Both parties behaved intrepidly. When they presented their pistols they overlapped. At the word Pettis suddenly stooped, with the evident purpose of shooting in the abdomen of his adversary. In this he succeeded, but was himself hit in the side, the ball passing entirely through his body. Both were mortally wounded. When assured of this fact, they exchanged forgiveness, and were borne from the ground. Mr. Pettis died the next afternoon. Maj. Biddle survived until the following Tuesday, and was buried with the honors of war at Jefferson Barracks. His widow died in 1851. She was possessed of large wealth, and devoted herself and her fortune to public and private charities. In her will she left provision for a Widows' and Infants' Asylum, a noble benefaction, which stands at the corner of Tenth and Biddle Streets, in St. Louis. In the grounds of this institution the remains of herself and husband reposed for many years, and until their removal to the new Catholic cemetery in the vicinity of the city. On the old monument was this touching inscription,—

"PRAY FOR THOMAS AND ANN BIDDLE."

The officers of Maj. Biddle's regiment passed a glowing tribute to his memory, and the associates of Spencer Pettis at the bar did the same. At the meeting to arrange for the latter's funeral Hon. Thomas H. Benton presided, and Augustin Kennerly was appointed secretary. The following gentlemen were chosen to compose the committee of arrangements:

Joseph C. Laville, Edward Dobyns, T. Andrews, John Shade, Charles Keemle, Capt. J. Ruland, R. H. McGill, Daniel Miller. Mr. Pettis was buried on Sunday, August 29th, and old inhabitants still speak of the funeral as the largest they ever witnessed.

Some time passed before another duel occurred near St. Louis. The *Republican* of July 7, 1838, describes an affair which took place near Alton, Ill., August 4th, between a Mr. Le Lange and R. G. Bates, on account of some personal difficulty which occurred in St. Louis. They met by moonlight, eight yards distant, and at the first fire Mr. Le Lange was wounded in the arm. Here the matter ended.

The duels thus far described were fought with the traditional pistols, but during the last week in September, 1845, Bloody Island witnessed a broadsword duel between two German gentlemen. Mr. Heisterhogen wounded his adversary, Mr. Kibbe, in the face, and blood being drawn, the matter was brought to a close, much after the fashion in vogue at the German universities.

This brief record of some of the most interesting duels fought near St. Louis would be incomplete without reference to an amusing farce in which Francis P. Blair took part. The *Missouri Republican* of March 6, 1849, contained the following item, which explains the result of what most persons at the time supposed would be a tragic event: "We understand that F. P. Blair, Jr., yesterday evening, for the first time since the recent publications in the newspapers, met Mr. L. Pickering, editor of the *Union*, on Second Street, and gave him a personal chastisement. The meeting, we are told, was entirely accidental, and but for the system of non-resistance adopted by the latter might have been serious."

A full account of the causes which led to the bloodless affair would involve a history of Missouri politics at the time. Blair was a defender and ally of Benton. The *Union*, which Loring Pickering then edited, had long been somewhat hostile to the Benton party. The difficulty with Blair began in January, 1849. A letter published from him in the *Republican* of February 1st gives, as shown by the concurrent testimony of Col. George Knapp, of St. Louis, and Thomas T. Gantt, the noted lawyer, a fair account of "the duel that did not come off." Col. Blair says,—

"I published a series of articles in the *Republican*, which were scrupulously devoted to a criticism upon political events, and couched in the most respectable phraseology when individuals were referred to. This is the testimony of men of all shades of political opinion who have read them. They have had, in some measure I believe, the effect I designed. The parties against whom they were directed soon, at least, became uncom-

fortable, and let off repeated explosions of wrath and ribaldry against the author. As I kept the even tenor of my way, however, something else must be done. To this end Mr. Pickering was put forward to demand my name from the editor of the *Republican*, on the pretense that I had made a personal attack on him. As a preliminary, however, to the surrender of my name, the editor of the *Republican* required Mr. Pickering to pledge himself that he desired my name because he considered the article a personal attack, and that he would hold me 'personally responsible.' This is the language of Mr. Pickering's note, which I subjoin; but that there might be no mistake as to the meaning of phrases, it was then explained and assented to that he would either prosecute me in a suit at law, or require satisfaction at my hands under the code of honor. Mr. Chambers (editor of the *Republican*) informed me by note of the demand, and I forthwith assented to its being complied with, and awaited a call from Mr. Pickering. But it seems that such was not his purpose. It was only a trick he had invented to get my name, that he might discharge his wrath upon me by name in his newspaper in a senseless string of epithets. This conduct sufficiently exhibited him both as a knave and poltroon, but in order to display him in still broader relief I asked my friend, Mr. Gantt, to take a note to him for me. . . . I must prefix, however, one or two circumstances of unwritten history. Mr. Ladew, who brought Mr. Pickering's notes, told Mr. Gantt that Pickering had at first thought of making it a running fight with bowie-knives, but had settled, finally, on the place of meeting on the corner of Fourth and Pine Streets. I think, however, it will be obvious to all that the last was as clear an evasion of the meeting as the running fight would have been, for no man of true courage would appoint a place of combat so liable to interruption, and especially when the danger to other people would be so imminent as in one of the crowded streets of a city. In this light Mr. Gantt treated it, and replied that he was a contemptible poltroon. I do not make this publication vaingloriously, for I do confess I had felt very much ashamed whilst I put on a warlike aspect towards Pickering, and it has been a subject of mirth with me and my friends during the whole progress of the correspondence"

The entire correspondence on the subject is contained in a five-column article in the *St. Louis Republican* of Sept. 2, 1875. An incident known as the "umbrella affair" occurred a month later, and both parties published their versions, Pickering's being as follows:

"I recognized F. P. Blair, Jr., as the person who had jostled me, and asked him what he meant by the supposed insult. He said something in reply which I did not comprehend, and instantly struck at me with his umbrella, the point of which entered my left eye near the inner angle, partially blinding me. I immediately returned the blow with my umbrella, when the assailant retreated some ten steps and stopped, at the same time placing his right hand in his bosom as if to draw a weapon. I also, at that moment, seized the handle of my bowie-knife, but Judge Blair, exclaiming to his brother, 'Come along,' or words to that effect, the assailant turned and quickly walked off up the street."

On March 10th, after a political meeting, while returning home, Blair was hailed and fired at three times before he could unbutton his overcoat and secure his own weapon. His assailant was about ten feet distant, but as soon as Blair returned the fire the

former fled. Circumstances pointed to Pickering, and he was indicted before the grand jury, charged with an assault with intent to kill. Blair, on mature reflection, declined to prosecute.

MILITARY ORGANIZATIONS.

St. Louis has been from the earliest period of its history the scene of great military activity at different epochs. Bellefontaine Cantonment and afterwards Jefferson Barracks was an important point for the concentration of troops, and the presence of United States officers and their active participation in the social life of St. Louis has greatly aided in keeping alive the military spirit. Among these officers none was more highly esteemed than Gen. Daniel Bissell, who built the cantonment at Bellefontaine.

Gen. Bissell was born in Connecticut about the year 1768. His ancestors, of English stock, were early settlers of Connecticut, and related to many of the oldest and best families of New England. His father was a Revolutionary veteran, who served with gallantry for eight years in the colonial army. Though barely old enough to shoulder a musket, Gen. Bissell ardently embraced the cause of the patriots, and rose by his bravery through the various grades of promotion from a private to the rank of brigadier-general. His five brothers served with distinction throughout the Revolutionary struggle, and four of them afterwards in the regular army. One of them died on board a prison-ship, and one, Maj. Russell Bissell, died at Fort Bellefontaine, near St. Louis, in 1807, where he had been stationed for many years. No finer record of service by a single family can be shown than that of his father, brothers, and himself, whose military service amounted in the aggregate to one hundred and twenty years.

Gen. Bissell, while a young officer of the Revolution, was once assigned the duty of carrying important dispatches from Philadelphia to Pittsburgh. He made the journey on foot, unattended, and was often compelled to secrete himself from the hostile Indians, to go without food and endure bitter cold, to swim streams, etc. He delivered the dispatches safely, and won the hearty thanks and praise of the commanding officer, who could scarcely believe that he had made the perilous journey without an escort. His military career was an unusually active and brilliant one. As an officer of the regular army, he participated in many of the important battles on the Western frontier, and was with St. Clair in his memorable defeat. While he was in command of Fort Massac, an important military post on the Ohio River above Cairo, and during the administration of Thomas Jefferson,

the province of Louisiana was ceded by France to the United States. He was immediately appointed military commander of that portion of the Territory now embraced in the States of Missouri and Illinois. As heretofore stated, he built by government order the "cantonment of Bellefontaine," and was afterwards for several years commandant of that post.

As military commander, he was intrusted with both military and civil functions, and he left the indelible impress of his strong and honest character upon the measures leading up to the organization of the great States of Missouri and Illinois. He was a warm personal friend of Daniel Boone, and as military commander extended to Lewis and Clark in their famous expedition the hospitality of the Territory, aiding them greatly by his ripe counsel and experience.

Gen. Bissell, after leaving Fort Bellefontaine, was commander of many important points in the South, among which were Mobile, Baton Rouge, and New Orleans. He had the honor of commanding in the last battle, that of Lyon's Creek, of the war of 1812. He was mustered out of service in 1821 at Baton Rouge.

After his retirement from the army, he was strongly urged to accept prominent civil positions under the government, but declined to do so. He entered a large tract of land near St. Louis, on the Bellefontaine road, to which he added from time to time by purchase until his estate numbered two thousand three hundred acres.

He married about the year 1793, at Middletown, Conn., Deborah Seba, the daughter of Jacob Seba, who was a native of Holland and a prominent citizen of Middletown. Gen. Bissell's children were Eliza Seba, who married William Morrison, of Kaskaskia; Mary, who married Risdon H. Price, one of the pioneer merchants of St. Louis; Cornelia, who married Maj. Douglass, of the regular army; James, who died in infancy; and James R., now residing on the old homestead. Gen. Bissell died of pneumonia at his farm on the 15th of December, 1833. His wife died Nov. 15, 1843. Both are interred in the family burying-ground on the farm.

James Russell Bissell was born in Middletown, Conn., Sept. 12, 1808, and came to St. Louis while a child in 1810. He attended school at Mount Airy, near Philadelphia, and afterwards entered Transylvania University, at Lexington, Ky., from which he was graduated. He married March 7, 1849, Anna Haight Christopher, who was born July 10, 1824, and was the daughter of James Matthews Christopher and Elizabeth Lewis, a daughter of Elisha and Anna (*née* Haight) Lewis, both of Satterson, Dutchess Co., N. Y. Her father was born April 25, 1799, at Rochester,



D. Bissell

N. Y. Mrs. Bissell is a cousin of Governor Haight, of California, and is connected with many of the old Revolutionary families of the East.

The children of Mr. and Mrs. Bissell are Daniel, born May 4, 1850; Elizabeth, born Aug. 14, 1852, married to Charles E. Ware, of St. Louis; Sextus Shearer, born Nov. 16, 1856; Anna Haight, born Jan. 29, 1855, died Jan. 1, 1856; Cornelia Douglass, born Jan. 7, 1859; French Rayburn, born March 30, 1861; Cora Mary, born May 10, 1863; Eloise Morrison, born Aug. 21, 1865.

Mr. Bissell has given his children the advantages of a liberal education, and has always been a strong advocate of education and public improvements. For twenty years he has been a leading member of the Bellefontaine Methodist Church. Politically he is a firm Democrat, but in local matters always supports those who in his opinion are best fitted for the positions sought. He is a large landholder and a successful farmer.

A complete history of the militia organizations of St. Louis would of itself fill a volume. Since the year 1808 until the present time the military organizations have borne an active and prominent part in local affairs, and on many occasions they have been called upon to render dangerous service in the interests of city or the State, always responding with true military zeal and promptitude. If it so happened that there was no organization at the time of the demand, companies and regiments were immediately formed, and did their duty like veterans. In 1808 some of the townspeople subscribed for the purpose of forming a volunteer company of infantry, and at a meeting held at Yosti's tavern on August 21st, Benjamin Wilkinson was elected captain; Risdon H. Price, lieutenant; John Voorhees, ensign; and François Vincent Bouis, quartermaster. At this time Capt. Pierre Chouteau commanded a troop of horse. In the same month Governor Merriwether Lewis issued general orders to the militia of the Territory to muster according to law. In November, Governor Lewis, in compliance with the requisition of the Secretary of War, ordered a uniform draft of the militia throughout the districts of the Territory of Louisiana to be made. The quota of the Territory of the one hundred thousand men ordered by the President of the United States was three hundred and seventy-seven, and of these the district of St. Louis was required to furnish ninety-eight men,—seventy-seven infantry and nineteen riflemen. In April, 1809, the companies of Capts. Ellis and Bouis, of Cape Girardeau district, Capt. Otho Shrader, of Ste. Genevieve, Capt. Pierre Chouteau, of St. Louis, and Capt. Mackey Wherry,

of St. Charles, were ordered to rendezvous at St. Louis. July 26, 1809, Governor Lewis issued his proclamation, discharging the militia of the Territory held under his requisition of Nov. 28, 1808, to be again enrolled as before with the ordinary militia. In 1812, Capt. Nathan Boone was commissioned by the President of the United States to raise a company of mounted rangers for service on the frontier. In the same year St. Louis boasted of five companies of militia, commanded respectively by Capts. Joseph Conway, Joseph H. Burkhart, James Musick, Charles Lucas, William Smith, and David Musick, comprising almost every man in the place. With the close of the war the necessity for their existence also passed away, and it was not until 1819 that any other efforts were made in that direction. In December of that year a company of light infantry, called the St. Louis Guards, was formed, with the following officers: Henry W. Conway, captain; George H. Kennerly, first lieutenant; Amos J. Bruce, second lieutenant; Josiah Bright, third lieutenant; John B. Sarpy, ensign; Charles Wahrendorff, orderly sergeant; Charles Keemle, second sergeant; William Renshaw, third sergeant; David B. Hoffman, first corporal; S. Rector, second corporal; Wilson McGunnele, third corporal; William Renshaw, treasurer. In 1823, Alexander Gamble commanded the St. Louis troop. In 1832 the St. Louis Grays were organized, with Martin Thomas as captain. He, however, did not serve actively, and First Lieut. A. R. Easton became captain. Frederic L. Billon and John P. Reilly were also lieutenants. Upon the death of the latter, James S. Thomas (afterwards mayor of the city) became lieutenant, as did also James Dougherty. In 1848 the Grays were reorganized, numbering about sixty members, and at an election held June 6th the following officers were chosen: Captain, George W. West; first lieutenant, George Knapp; second lieutenant, Alexander T. Drysdale. In 1843, Montgomery Blair commanded the Montgomery Guards, and in the same year an artillery company, under the command of Capt. Kretschmar, was organized. In 1844 the battalion known as the St. Louis Legion was formed. Of this command the Grays formed part, being then officered by Capt. L. O. Coleman, First Lieut. George W. West, Second Lieut. George Knapp. As elsewhere stated, a battalion was formed from this material, and volunteered for service in Mexico, with the following officers: A. R. Easton as colonel, Ferdinand Kennett (now deceased) as lieutenant-colonel, and F. Schoentellar, also dead, as major. Col. John Knapp was a company officer.

Upon the return from Mexico the St. Louis Grays

were reorganized, with George W. West as captain, and he so served three or four years. Upon resigning, he was succeeded as captain by George Knapp. After the disbandment of the Grays' battalion, of which George Knapp had become lieutenant-colonel, and John Knapp captain of a company, an organization was effected of the "First Regiment, National Guard of Missouri," and John Knapp became lieutenant-colonel, the command being still vested in Col. Easton. Martin Burke was a line captain. This organization—Lieut.-Col. John Knapp being in command—surrendered to Gen. Lyon, of the United States army forces, when Camp Jackson, commanded by Gen. Frost, was captured.

The old "St. Louis National Guard," which was the pride of every St. Louisan in the olden time, was organized in 1852. On the 16th of July of that year a few persons, actuated by the desire, as expressed in their resolutions, of improving themselves in military exercise and discipline, met at the office of the Lumbermen and Mechanics' Insurance Company, and effected a temporary organization by electing James H. Patterson chairman, and Frank H. Tucker secretary.

A committee, consisting of Messrs. Pritchard, Obear, Field, Cook, and West, was appointed to report a constitution and by-laws, upon the adoption of which the company, which had hitherto borne the name of "St. Louis City Guard," was, on the 29th of July, 1852, fully organized under the name and style of the "St. Louis National Guard," with the following elective officers: Davis Matlack, president; James H. Patterson, vice-president; Alexander J. P. Gareschè, secretary; Frank H. Tucker, treasurer; and C. J. Jackson, Nathaniel M. Parker, Isaac Field, and George West, directors.

At a subsequent meeting, on the 12th of August, Robert M. Renick was chosen captain, John N. Pritchard first lieutenant, Frank H. Tucker second lieutenant, Edward S. Wheaton third lieutenant, and Josiah H. Obear fourth lieutenant. Organized under such favorable auspices, and animated with that *esprit de corps* which ever characterized the Guards, both officers and men vied with each other in their zeal to place the company upon a substantial basis by a careful selection of good men, the adoption of a company and a fatigue uniform, and such other requirements as were necessary for a perfect company. Upon the formation of the First Regiment of Missouri Volunteers, Capt. Renick was promoted to the colonelcy, and Lieut. Pritchard called to the command of the Guards, and subsequently, upon the organization of the brigade in the First Military District, under the com-

mand of Brig.-Gen. Frost, Capt. Pritchard was elected colonel of the infantry regiment, and Sergt. John B. Gray was chosen captain of the National Guards. The martial bearing and thorough drill of the corps was sufficient testimony of the soldierly qualities of Capt. Gray, and the high encomiums which the Guards received, both at home and abroad, were the surest evidence that the reputation and honor of the company were safe in his hands. It was the good fortune of the Guards, in their excursions to Lexington, Ky., to Cincinnati, and to Quincy, to be placed in line with the best volunteer companies in the country, and it is not too much to say that on every such occasion they sustained their good name and the honor of St. Louis.

The officers of the Guards in July, 1859, were William R. Biddlecome, president; John Decker, Jr., vice-president; E. B. Sayres, secretary; Henry Marston, assistant secretary; John L. Lewis, treasurer; and Messrs. Cabot, Hatch, Childs, Nolen, Senter, and Marsh, directors; with John B. Gray, captain; William B. Haseltine, first lieutenant; W. H. Finney, second lieutenant; and William S. Cuddy, third lieutenant.

As evidence of the military standing of the Guards, and of the estimation in which they were held at this time, it may be stated that in the brigade staff of the First Military District they numbered among their members Lieut.-Col. H. J. B. McKellops, assistant adjutant-general; Maj. William D. Wood, aide-de-camp; Maj. N. Wall, commissary; Maj. Cary Gratz, quartermaster; Maj. John J. Anderson, paymaster; Maj. W. R. Biddlecome, judge-advocate-general; and in the staff of the First Infantry, Col. J. N. Pritchard, Maj. E. S. Wheaton, Capt. W. R. Buchanan, adjutant; Capt. N. Hatch, commissary; Capt. Edgar Ames, paymaster; and Capt. H. W. Williams, quartermaster, being eleven superior officers in the brigade and regimental staffs.

The company uniform was greatly admired for its brilliancy and martial effect, and was almost identical with that of the Queen's Household Guards, which is reckoned the flower of the British army. They numbered seventy-eight active and one hundred and sixty honorary members. Their armory was on the corner of Third and Pine Streets.

Among the citizens of St. Louis who interested themselves in maintaining an efficient militia organization, Col. Thornton Grimsley was especially prominent. Col. Grimsley for forty years cultivated and promoted a military taste and spirit, and was at different times in command of the various military grades of the volunteer service of the city. He filled all of

the stations, from an orderly to division inspector. In 1832 he raised a volunteer company and tendered its services to the Governor of Illinois during the Black Hawk war, and in 1836 received from Gen. Jackson a captain's commission in the dragoons of the United States army, which he declined. In 1846, in less than twenty days, he enrolled a regiment of eight hundred men for the Mexican war, but as the government already had a sufficient number of troops in the field the services of the volunteers were declined.

Col. Grimsley, whose father, Nimrod Grimsley, came from Fauquier County, Va., to Kentucky, was born on the 20th of August, 1798, in Bourbon County of the latter State, and at seven years of age lost both parents. Three years afterwards he was apprenticed to the saddlery business, and served his master faithfully for eleven years, the only compensation he received being three months' schooling; yet, by diligent application to business, and possessing a superior mind, he soon won the respect and confidence of his master, and in 1816 was sent to St. Louis in charge of a valuable assortment of goods, where he completed his term of indenture. On reaching his majority the first act he performed was to return to Kentucky and expend his apprenticeship savings in six months' schooling; then receiving an invitation from his old employer in St. Louis he returned, and took charge of his business for some fourteen months, and in 1822 opened a store on his own account, associating with him William Stark. He married Miss Susan Stark, of Bourbon County, Ky., the same year. Several years of ill health, and the destruction by fire of his three years' accumulations left him in a distressed condition, but he did not waste time in idle regrets, but resolutely set to work to re-establish his business, and very shortly was again advancing prosperously.

The frankness of his disposition and natural goodness of heart made him hosts of friends, and in 1826 he was elected an alderman, and was the author of the movement to grade the wharf in front of the city, and strongly advocated that the western edge should be raised three feet higher. In 1828, Col. Grimsley was called to the Legislature of the State, where he was a useful and efficient member. He advocated the completion of the national road to Jefferson City, and urged other important measures. In 1835 he was again elected alderman, and did much towards settling satisfactorily the important claim of the St. Louis commons. From this tract was selected Lafayette Park and the spacious avenues about it, and from its liberal dimensions some of the short-sighted citizens called it "Grimsley's Folly;" now it is one of the chief ornaments of St. Louis. So useful was Col. Grimsley

in his political life, that in 1838 he was sent to the State Senate, and used his influence in the passage of the bill for the construction of the Iron Mountain Railroad, and also for the establishment of a workhouse.

In 1839 he was tendered the nomination to Congress by the Whig party, when the election was throughout the State at large, and made his canvass with great credit to himself, running far ahead of his party at a time when the whole State was overwhelmingly Democratic. In all public measures affecting the improvement, the growth, the interests and prosperity of the city for forty years, Col. Grimsley took an active and conspicuous part. Generous, impulsive, active, and energetic, he was at all times in the front rank, taking a decided part in whatever was calculated to promote the public welfare, whether connected with the mechanical, commercial, or agricultural interest, or conducive to the public improvement and advancement of the State.

As a manufacturer of saddles, Col. Grimsley enjoyed an extensive reputation in the business world. He invented and had patented the military or dragoon saddle, which was universally approved by the officers of the United States army, and did more work at his manufactory for the government at that time than any other factory of the kind in the country.

He was a prominent member of the Masonic order, having been made a Mason in Missouri Lodge, No. 12, and elected Grand Treasurer in October, 1827, and again in 1828.

Col. Grimsley was well informed on all the political questions of the day, having read much and kept pace with the events of forty years. In early life he espoused and advocated the principles of the Whig party, and was the staunch friend of Henry Clay. He was also well acquainted with most of the prominent statesmen of his day, with many of whom he corresponded and held personal relations and intercourse. No man of his day sacrificed more of his time and money in behalf of the city of St. Louis than did Col. Grimsley. He died Dec. 22, 1861, leaving two married daughters,—Mrs. Henry T. Blow and Mrs. George Stansbury,—and a son, John Grimsley.

The Missouri Dragoons were organized by Matthias Steitz, Charles Muller, and others in 1846. On the 1st of December, 1852, a military parade took place. In the line were the Missouri Dragoons, Capt. Brinckman; the St. Louis Grays, Capt. George Knapp; the Missouri Jaegers, Capt. Laibold; the Union Riflemen, Capt. J. W. Crane; and the National Guards, Capt. Renick,—the two last companies having been organized during the year. The Union Riflemen were

officered by Capt. J. W. Crane, First Lieut. James Gordon, Second Lieut. E. E. Allen, Third Lieut. E. Alcon, Fourth Lieut. J. G. Phillips, and Orderly Sergeant N. J. Roff. The National Guards were officered by Capt. R. N. Renick, First Lieut. J. N. Pritchard, Second Lieut. J. H. Tucker, Third Lieut. E. S. Wheaton, Fourth Lieut. J. Obear, First Sergeant W. G. Savage, Second Sergeant H. J. B. McKellops, Third Sergeant N. W. Parker, Fourth Sergeant George W. West, Fifth Sergeant Isaac N. Field.

During 1853-54 the "St. Louis Cadets," composed of the students of the St. Louis University, Capt. William Kenny, and Lieuts. John I. Ainslie, Victor Pujos, and Joseph Bienve; the "Light Guards," Capt. John C. Smith, Lieuts. Daniel Byrne, S. H. Smith, and Peter R. Cavanaugh; and the "Washington Guards," Capt. D. M. Frost, Lieuts. P. Deegan, Joseph Kelly, and Francis Burke, were organized.

There appeared on parade on the anniversary of Washington's birthday, 1854, the following companies:

Washington Guards, Capt. D. M. Frost.
National Guards, Capt. J. N. Pritchard.
Light Guards, Capt. J. C. Smith.
Continental, Capt. E. C. Blackburn.
Missouri Riflemen, Capt. Bernhard Laibold.
Black-Plumed Riflemen, Capt. E. E. Allen.
Missouri Dragoons, Capt. F. Brinckman.
Lancers, Capt. Jackson.
St. Louis Grays, Company A, Capt. Henry Prosser.
St. Louis Grays, Company B, Capt. E. O. English.
St. Louis Grays, Company C, Capt. D. I. Morrow.
Missouri Artillery, Capt. Henry Alinstead.
Union Riflemen, Capt. Louis Frey.
Mounted Riflemen, Capt. Frederic Walter.

The following were the regimental officers: Col. Renick, Lieut.-Col. George Knapp, Maj. Smith, Adj. John Knapp.

In 1858 a new act of the Legislature reorganizing the militia was passed, and many of the old companies reorganized under it, and some new ones were formed, among which were the Washington Blues, Capt. Joseph Kelley, Lieuts. P. E. Burke, John R. Drew, and C. W. Hogan; the Washington Guards, Capt. D. M. Frost, and Lieuts. Patrick Gorman, Robert Tucker, and Patrick O'Connor; the Emmet Guards, Capt. J. C. Smith, and Lieuts. Edward Byrne, Philip Coyne, and Edward Mulholland; the St. Louis Grays, Capt. John Knapp, and Lieuts. Edward Cooper, Augustus Pasquier, and Martin Burke. The City Guard was also organized in this year, with George A. Schaeffer as captain, and A. G. Hequemberg, J. J. Morrison, and B. Davidson, lieutenants; also the Missouri Guards, with George W. West as captain, and Frank H. Tucker, Solomon Scott, and A. C. Bernondy as

lieutenants; National Guard, B. E. Walker, captain; L. H. Garnett, John W. Amiss, and Thomas W. Bandon, lieutenants.

In 1860 the militia was ordered to proceed to the Kansas border to suppress Montgomery and his band. The order was received on Friday, November 23d, and everything was in readiness to move within twenty-four hours afterwards.

On Sunday morning, November 25th, the troops left St. Louis, and endured for three weeks all the rigors and hardships of a winter campaign with remarkable resolution and courage. The objects of the expedition were accomplished without bloodshed, but the troops showed such discipline and zeal as proved that they lacked only the name to become "regulars" in fact. The following is a list of the staff officers and the officers of the various companies:

GENERAL STAFF OFFICERS.

Brig.-Gen. D. M. Frost, commanding; Lieut.-Col. J. S. Bowen; Maj. W. D. Wood, aide-de-camp; Maj. Carey Gratz, quartermaster; Maj. John J. Anderson, paymaster; Maj. N. Wall, commissary; Maj. R. S. Voorhis, judge-advocate-general; Maj. Florence M. Cornyn, surgeon.

FIRST REGIMENT INFANTRY, M. V. M.

Lieut.-Col. John Knapp, commanding.

Regimental Staff.

Capt. H. W. Williams, quartermaster; Capt. Samuel Hatch, commissary; John R. Drew, Paymaster; Joseph T. Scott, Surgeon.

Corps of Engineers, National Guards.

Lieut. McKellops, commanding,—100 men.

St. Louis Grays, Company A.

Martin Burke, captain; S. O. Coleman, first lieutenant; R. U. Leonori, second lieutenant,—36 men.

Sarsfield Guards, Company B.

Charles L. Rogers, captain; Thomas Curley, first lieutenant; Hugh McDermot, second lieutenant; Felix A. McDonald, third lieutenant,—45 men.

Washington Guards, Company C.

P. Gorman, captain; R. Tucker, first lieutenant,—60 men.

Emmet Guards, Company D.

William Wade, captain; E. Byrne, first lieutenant; M. Park, second lieutenant; Philip Coyne, third lieutenant,—44 men.

Washington Blues, Company E.

P. E. Burke, first lieutenant, commanding; Patrick Lanigan, second lieutenant; L. Phillibert, third lieutenant,—40 men.

Missouri Guard, Company G.

G. W. West, captain; Sol. Scott, Jr., second lieutenant,—42 men.

City Guard, Company I.

J. J. Morrison, captain; H. W. Sandford, second lieutenant,—40 men.

Montgomery Guards, Company K.

Patrick Naughton, captain; John R. Carroll, second lieutenant; C. A. Ghio, third lieutenant,—30 men.

Independent Guards.

George A. Schaffer, captain; Charles H. Fredericks, first lieutenant,—36 men.

Squadron of Cavalry.

Maj. Schaffer, commanding; Lieut. W. Jackson, adjutant; A. Jaeger, sergeant-major,—40 men.

Missouri Light Infantry.

William Jackson, commandant; G. Reinhardt, first lieutenant; Henry Betz, second lieutenant; Joseph Snyder, third lieutenant,—36 men.

After the war there were various independent militia companies and some recognized by the State, but it was not until the labor riots of 1877 that the necessity for a well-organized militia force was popularly recognized. When danger threatened at that time, a mayor's guard, police reserves, and other volunteer forces were speedily organized, Maj.-Gen. A. J. Smith commanding. This force, co-operating with a brigade of Illinois militia, Gen. E. N. Bates commanding, and stationed at East St. Louis, succeeded in preventing further disorder. There was no bloodshed, but much threatening, and on a hot Sunday afternoon the Illinois militia, led by a volunteer aid to Gen. Bates, Capt. J. H. C. Irwin (since a St. Louis journalist), captured seventy-nine railroad strikers who were ringleaders of a mob of thousands endeavoring to prevent the departure of the first trains.

After the riots the call for an effective militia force in St. Louis was so urgent that Gen. Squires and Col. J. L. Torrey, his chief of staff, met with much encouragement in their work of organization and discipline. So well sustained were they and others, that the present force has become a credit to the city and State.

The construction of a new armory at the corner of Pine and Seventeenth Streets was commenced in August, 1881, and in May, 1882, it was formally opened by a grand encampment arranged by the Ladies' Military Association. The building fronts two hundred feet on Pine Street, with a depth of one hundred and nine feet. There is a large arena, seventy-four by one hundred and thirty-five feet, designed for cavalry and artillery drill. The building is three stories high, and is admirably arranged for all its purposes. On the third floor is an immense hall, one hundred and four feet by one hundred and ninety-four feet, with a height at the side walls of twenty-three, and over sixty feet clear in the centre to the arched roof. In November, 1881, the First Regiment Police Reserves, which had been in existence about four years, under the command of Col. J. G. Butler, was mustered into the service of the State, and became the Third Regiment, National Guard of Missouri.

The following is a carefully corrected roster of the general, field, staff, and line officers of the St. Louis militia:

Governor Thomas T. Crittenden, commander-in-chief.
Brig.-Gen. John B. Waddill, adjutant-general.

Governor's Staff in St. Louis.—Brig.-Gen. L. T. Pim, surgeon-general; Brig.-Gen. R. Graham Frost, judge-advocate-general; Col. Leigh O. Knapp, inspector-general; Lieut.-Col. Fergus McRee, aide-de-camp.

Eastern Military District of Missouri, Brig.-Gen. Charles W. Squires, commanding.

Brigade Staff.—Lieut.-Col. Jay L. Torrey, assistant adjutant-general and chief of staff; Lieut.-Col. Thomas E. Holland, M.D., medical director; Maj. Edgar C. Lackland, quartermaster; Maj. Samuel Cupples, commissary; Maj. Robert Buchanan, assistant inspector-general; Capt. Jacob D. Goldman, aide-de-camp.

FIRST REGIMENT INFANTRY, N. G. M.—Col. George J. Chapman, commanding; major, Leland F. Prince.

Staff.—Maj. Joseph H. Leslie, M.D., surgeon; Capt. A. L. Shapleigh, adjutant; Capt. William C. Marshall, judge-advocate; Capt. James F. Coyle, quartermaster; Capt. W. G. Smyth, commissary; Capt. Ed. Batdorf, ordnance officer.

Company A, Capt. William P. Hazard, First Lieut. D. Prince, Second Lieut. W. H. Scott.

Company C, Capt. E. W. Duncan, First Lieut. T. S. Slaughter.
Company D, First Lieut. William H. Gregg, Jr., commanding; Second Lieut. Walter Graham.

Company E, Capt. Jacob S. Beck, First Lieut. George A. Simmons.

Company F (at St. Charles, Mo.), Capt. Joseph W. Ruenzi, First Lieut. T. S. Cunningham, Second Lieut. J. B. Martin.

Company G, Capt. F. S. Lawrence, First Lieut. R. R. Tilley, Second Lieut. W. J. Marshall.

Company K, Capt. George H. Platt, First Lieut. Charles M. Munroe, Second Lieut. T. J. Brown.

ST. LOUIS LIGHT ARTILLERY, BATTERY A.—Capt. Samuel D. Winter, First Lieut. P. H. Skipwith, First Lieut. R. E. Williams, Second Lieut. R. D. Saunders.

THIRD REGIMENT INFANTRY, N. G. M.—Col. James G. Butlér, commanding; Lieut.-Col. Edward D. Meier.

Staff.—Maj. W. A. McCandless, M.D., surgeon; Capt. George C. Betts, chaplain; Capt. Pierre Chouteau, adjutant; Capt. Charles E. Slayhack, commissary and quartermaster.

Company A (Lafayette Guard), Capt. Shepard Barelay, First Lieut. F. J. McMaster, Second Lieut. Frank Lowery.

Company B, Capt. Daniel C. Bordley, First Lieut. C. B. Bordley, Second Lieut. John G. Meara.

Company D, Capt. C. P. Walbridge, First Lieut. Charles D. Comfort, Second Lieut. L. M. Hall.

Company E (Mayor's Guard), Capt. William Bull, First Lieut. Walter Johnson, Second Lieut. L. C. Brandon.

Company F (Allen Guard), Capt. Fitz W. Guerin, First Lieut. Walter H. Martin.

Company G (Branch Guards), First Lieut. M. Fritz.

Company H (West End Guards), Capt. Huntington Smith, First Lieut. N. G. Edwards, Second Lieut. John S. J. Miller.

ST. LOUIS LIGHT GUARDS.—Frank Halliday, first lieutenant, commanding; Theodore Hunt, second lieutenant.

BAIN ZOUAVES.—Capt. Robert E. M. Bain, First Lieut. T. R. Roe, Second Lieut. Charles B. Gaunt.

ATTUCK GUARDS (Colored).—Capt. W. H. Berzey, First Lieut. Louis Phillips, Second Lieut. Theodore Williams.

SUMNER GUARD (Colored).—Capt. James G. Horton, Second Lieut. Peyton W. Randolph.

There are also two independent companies of Irish-American extraction, the Emmet and Montgomery Guards, and the aggregate of rank and file in the St. Louis district is thus brought up to about one thousand seven hundred and fifty, with promise of speedily filling the regiments and companies to the full legal limit.

Gen. George Poolé Dorriss was born in Robinson County, Tenn., Oct. 16, 1807. His father was a well-to-do merchant, but the family being large, young Dorriss was soon taught the importance of making his own way in the world. He enjoyed the advantages of a course at Cumberland College, and while still a young man, being affected by the excitement which resulted from the discovery of the lead-mines at Galena, Ill., determined, with others, to try his luck at mining. His father having offered him a farm if he would cultivate it, he turned his attention to agriculture, but being late in getting in his crop, an early frost ruined it, and, disheartened, he concluded farming was not his forte. Soon after an opportunity offered for engaging in the mercantile business in Frankfort, Southern Illinois, and having obtained a stock of goods on credit in St. Louis, and at Louisville, Ky., he established himself in that town. In 1831, while engaged in business at Frankfort, he married Miss Sarah Henderson, in Todd County, Ky. Mr. Dorriss remained about two years in Frankfort, where his business was not very successful owing to the expensive stock of goods which he insisted on carrying. About that time the famous "Platte purchase" occurred, and Gen. Dorriss having pre-empted a valuable tract of land, removed with his wife and effects to Missouri, settling in Martinsville, now known as Platte City. He was among the first to locate there, and built the first brick house, which was considered at that time an important venture. Mr. Dorriss found full scope in the new country for his excellent business qualities. His indomitable energy and enterprise, combined with a sound judgment and keen foresight, won him a prominent place in the community, in which he was regarded as a leader. Being of an ambitious temperament, he took an active interest in public affairs, especially in politics, and was elected to the General Assembly, once as a member of the Lower House, and again to the State Senate.

Aside from his mercantile ventures he engaged in speculative enterprises, and invested largely in real estate, at one time owning thousands of acres. Included in the property he acquired was a large plantation, cultivated by hundreds of slaves. When the gold fever in California broke out, Mr. Dorriss fitted up a train of forty wagons and started overland for

the Pacific slope. For two years he traded in the mining region near Sacramento, and was very successful, realizing handsome profits. He was among the first to ship goods to California *via* Cape Horn.

At the expiration of the period named he returned to Platte, where he remained until after the civil war broke out, and then removed to St. Louis. In 1863, Mr. Dorriss engaged in business in Montana Territory, and for four years was located at Helena. He conducted a highly lucrative trade with the miners, and made several business ventures which yielded handsome returns. After concluding his transactions in Montana he resumed his residence in St. Louis, retiring from active business pursuits, and devoting most of his time and attention to his real estate interests.

Eight years ago he purchased some fifty acres of fine land on the Olive Street road and King's Highway, upon which he erected the large dwelling that he and his family occupied. The Dorriss mansion is an imposing structure, and is considered one of the most palatial residences in or near St. Louis. The interior appointments are luxurious in the extreme, and the surroundings are in keeping. Beautiful drives and artistically laid out walks lead in every direction over the extensive and well-kept grounds, and the entire premises, with the lovely lawn in front, wooded knoll at the rear, and massive iron gates and porter's lodge, are a model of elegant taste and picturesque beauty.

Gen. Dorriss had in all five children, of whom three were living at the time of his death—Mrs. Halderman, Mrs. Whisker, and Thomas Dorriss,—and seven grandchildren. Mrs. Whisker has since died, Jan. 17, 1883.

Gen. Dorriss, while never courting political honors, was several times elected to positions of trust and responsibility, and was a member of the Charleston Convention at the time when the nomination of Stephen A. Douglas to the Presidency was strongly urged. Socially he was very popular, being a pleasant companion and a generous entertainer and friend. In August, 1882, his health began to fail, and he went to Eureka Springs, but was afforded no relief. He was now in a feeble condition, but at his earnest entreaty that he might be permitted to end his days among familiar scenes, he was removed to his home.

His death occurred Nov. 29, 1882, and his remains are buried in Bellefontaine Cemetery.

His daughter, Mrs. A. B. Halderman, who was the almost constant companion of her father for the last few years of his life, owns and occupies at present the Dorriss mansion. Her children now living are Sallie,



G. P. Horns

born in St. Louis Aug. 7, 1864; Georgie, born in Leavenworth Feb. 3, 1874; and Annie, born in Leavenworth July 26, 1875.

CARONDELET AND EAST ST. LOUIS.

Owing to the fact that they have been identified with the history of St. Louis from an early period, the towns of Carondelet, or South St. Louis, and Illinoistown, or East St. Louis, are entitled to brief mention in this work.

The settlement of Carondelet¹ dates from 1767, in which year a Clement Delor de Treget, a native of Quercy, near Cahors, ancient province of Guicenne and Perigord, France, of an old family of position, and an officer in the service of France, came up from Ste. Genevieve to establish himself near St. Louis, and selecting the location hereinafter described, built a stone house for his residence. The high limestone bluffs, commencing at a short distance below the arsenal grounds, bordering the western shore of the Mississippi for a couple of miles in a southwest direction, at an elevation of some two hundred feet above the river, terminate in an almost abrupt descent to the low grounds south, at a distance of five and one-half miles from the court-house. At this point the river in its southern course changes its direction to nearly due south, and the land along its shores is nearly level, with a very slight descent to the mouth of the River des Peres, which at this day is the southern extremity of the city of St. Louis, about seven miles from Market Street, the city's centre. Here, at the south foot of this rocky bluff, at the northern commencement of this level, Delor built his house, which became in time the nucleus of the little village, at first called the village of Catalan's Prairie, which slowly and gradually grew up around him, numbering not over twenty families in a period of the same number of years, and at the date of the transfer to the United States (1804), as we learn from Stoddard, containing some fifty houses and a population of about two hundred and fifty. The whole country along the water-courses being in its primitive state, heavily covered with timber, the few prairie spots on this side being back from the rivers, the first settlers had to clear their lots and lands for their habitations. The only street, or rather road, in the place for many years was the Main Street, running north and south, parallel to the river, at about a hundred yards' distance from it, it being the road from St. Louis to the country south. The houses

were scattered along this road, most of them on the east side near the river, but a few on the west side.

As the little village grew in size and population it extended a few blocks farther south along the Main Street, and west. Towards the upper end of the hamlet a ravine crossed the road, down which the water from the high grounds emptied into the river.

The original village consisted of about a dozen blocks, from the present E or Elwood Street on the north to about L or Lafayette Street on the south, embracing the present blocks Nos. 7, 8, 9, 10, 11, and 12, lying east of Main Street, between it and the river, and blocks Nos. 35, 36, 37, 38, 39, and 40, west side of the road, between it and Second Street. There were no houses south of L Street, north of E Street, nor west of Second Street for many years, and to this day the surface of the ground remains unchanged, no grading having ever been done in this primitive portion of the village, except the grading of the descent of the road from St. Louis down to the Main Street, which was only done after the incorporation of the town to avoid, as in the olden day, the circuitous descent to the village around by Second Street. Elwood Street, the former north line of the village, ascends a gradual plane from Main to Fourth Street. Second Street descends gradually from Elwood, going south to where G Street is marked down on the town plat, between blocks Nos. 38 and 39, where the surface-water drains to the river, this being the lowest cross street of the old village. Second then rises abruptly to Illinois Street. Blocks Nos. 34 and 35 were originally very high ground when purchased and built on by Louis G. Picot after 1850, but have been cut down some twenty-five to thirty feet to the grade of Main Street by the Iron Mountain Railroad Company, which needed the earth elsewhere. These two blocks are the only places where the natural soil has been disturbed in the old portion of the village. There is no G cross street, the ground not having been left for it, but where it appears on the plat the water drains to the river through a culvert under the Main Street. The land west of Second Street, in this hollow, commences to rise again very abruptly west and south to the high ground at Illinois and Third Streets, the site of the present brick Catholic Church, built about 1860, on block No. 57, where stood the first of upright timbers built in 1835. On block No. 58, next south between Kansas and Lafayette Streets, stands the Convent of the Sisters of St. Joseph, established in the same year as the erection of the first log church (1835).

For many years after the first settlement of the village, the road down the hill on the north, owing

¹ The accompanying sketch of Carondelet was mainly prepared by Frederic L. Billon.

to the abrupt termination of the limestone bluffs at the present Dover Street, made a circuit around by Second Street, coming again into Main at Elwood.

In the year 1817 a few persons commenced making improvements on this high ground north of the village, then thickly covered with timber, on both sides of this old road down the hill, which was then abandoned, and a new one of easier descent was made west of the old one, which intersected the Second or back street of the village at the brow of the hill.

After the incorporation of the town in 1832, it was surveyed for the first time, and the lines of the streets and blocks established. In laying off the plat of this north part from Dover Street, the then northern end of the village, Main Street was prolonged nearly on the line of the old road, which had been abandoned in 1817, running parallel with the river, at about eighty yards distant from it, and Second, Third, and Fourth Streets parallel to the First or Main Street, making the blocks three hundred French feet square, as they were in the old original village. This survey cut diagonally through the few places then newly made on this north hill, which had been settled on without other title than the taking possession, as had been the custom in the early Spanish days.

Carondelet, when incorporated as a borough town in 1832, had been a village for about sixty-five years from its first establishment by Delor de Tregot in 1767, under its different appellations,—first of "Prairie Catalan," from one Louis Catalan; afterwards, from about 1790, "Louisbourg;" and finally, from 1794, "Carondelet," after the Baron de Carondelet, Governor-General at New Orleans from that date.¹ No survey establishing the lots and street lines had ever been made. Until then it was an appendage of St. Louis. In the Spanish days its head was a syndic or deputy of the commandant at St. Louis; it had no archives or records distinct from those of St. Louis, and whatever papers and documents relate in any manner to its affairs are intermingled with those of St. Louis.

The village was incorporated by the County Court of St. Louis County, Judge M. P. Leduc presiding, on Monday, Aug. 20, 1832, and its first ordinance, "regulating dram-shops," was approved Sept. 3, 1832, by John Eugene Leitensdorfer, chairman of

the board of trustees. The new town was surveyed for the first time by Laurentius M. Eiler, a deputy county surveyor, in November, 1832, and the first plat of the town was made by him, after which the cross streets were named by calling them after the letters of the alphabet, beginning with A at the north and V at the south end of the town. This plat and survey added to the old village five additional cross streets to the north end of the town, several south, and Third and Fourth to the west, being the east boundary line of the Spanish common field lots, and making the town about a mile and a half long, north and south, by a fourth of a mile wide,—four rows of blocks of twenty-three each, numbered from one to ninety-two, and twelve at the southeast corner on the river, lettered from A to M. The additional cross streets at the north end of the town, A, B, C, and D, although laid down on the plat to extend to the river, were never opened east of the high-road between the same and the river, and were doubtless abandoned, as the land is occupied to this day with fine private residences, overlooking the country far and wide. The main road down the hill was in time graded to the head of the Main Street, and the roundabout descent by Second Street abandoned.

In the course of subsequent years several additional surveys of out-lots north, west, and south from the common fields were made at various times, and finally the common south of the Des Peres was sub-divided and sold or leased.

Carondelet, after it had existed for some twenty years as a borough town, its population having largely increased and many new houses having been erected, a number of them of brick (the first of this description in 1839), was incorporated by act of the Legislature, approved March 1, 1851, and divided into three wards, with a City Council of two members from each ward. James B. Walsh was the first mayor, and the first City Council assembled April 9, 1851. The names of the streets were changed from initials to full names in October, 1854. The act of incorporation, extending the northern boundary to the commons of St. Louis and the southern to the mouth of the River des Peres, gave Carondelet a river-front on the Mississippi of nearly three miles in extent, now embraced in the corporate limits of the city of St. Louis.

The main road from St. Louis down the hill, rough-graded while a town, was greatly improved after its incorporation as a city, but since the extension of the city southwardly to the River des Peres, over more favorable ground, this old portion of the village is in a great measure deserted, and at present is in a ruin-

¹ The nickname "Vide-Poche" (empty pocket), as we have before stated, was derived from the general poverty of its inhabitants, whose sole supply of ready cash with which to pay for the two most important items in their current expenditures, "coffee and fiddle-strings," was obtained by the sale of firewood in St. Louis, with which they were abundantly supplied for long years for miles around.

ous and dilapidated condition. There are a few brick houses scattered among the lots north of Elwood Street, being of the oldest brick structures of the place, but they are almost hidden from the main road by the trees and shrubbery which has been permitted to grow up in this comparatively deserted part of the old town. There were no houses in the old village north of E Street in the French days.

Carondelet had no church nor parish priest for over half a century. Shortly after the commencement of the settlement, as already stated, in the year 1767, a piece of ground on the ascent of the hill, immediately back of the centre of the village, was set aside for a cemetery and the future church. When the village was surveyed for the first time after its incorporation as a town, and the blocks were numbered on the town plot, this one became No. 57. It is bounded by Second and Third and Illinois and Kansas Streets.

The eastern half of this block was used for interments for about sixty years, but the village was so small and the inhabitants so few for many years that they could not support a resident priest, consequently the most devout of them attended mass in St. Louis.

Early in the year 1823 a parish named St. Mary and St. Joseph was established by the Right Rev. Bishop Louis William Dubourg, of the diocese of St. Louis, and a small temporary church of logs was put up at the northeast corner of the west half of the block which had been reserved for the church.

The first curate of the new parish was Father Jean Audissio, who was succeeded by Fathers L. De Neckere, Joseph A. Lutz, R. Loisel, S. P. Doutrélingue, and Condamine, with occasional visits at intervals from Father Edmond Saulnier from the Cathedral parish at St. Louis, who officiated at times until he became the permanent curate, about 1833-34.

In March, 1823, the inhabitants of the village, about a hundred families, raised by subscription the sum of one hundred and fifty dollars, with which they purchased a half-block of ground on the west side of Third Street, across from the church, with a small house of posts on it for the residence of the priest, which was used for that purpose for a number of years.

In the year 1835, Father Saulnier replaced the temporary log church of 1823 by a new and much larger one of hewed upright timbers, situated on the southwest corner of block No. 57, fronting on Third Street. This second church, after having served its

purpose for some twenty-five to thirty years, was in turn replaced by the present one of brick, and very much larger, erected a little north of the other on the same block, where also stands the neat brick residence of the curate of the parish. An entry in the church register by Father Saulnier, dated March 12, 1840, states that five hundred bodies had been interred in the original cemetery to the date of its abandonment in 1839.

The academy and convent of the Sisters of St. Joseph at Carondelet occupies block No. 58, next south of the church block, and separated from it by Kansas Street. It originated and was established under the auspices of Bishop Rosatti, in 1837, by Sisters Marie Pomarel (afterwards styled Madame Celestine, the first Lady Superior), Antoinette Fontbonne, Marie Fontbonne, and Marguerite Bonté, all from France, who were the first to conduct its affairs



VIEW OF CARONDELET IN 1840.

in wooden buildings, which in time made way for the large and commodious brick edifices that now cover the grounds.

When the United States established Jefferson Barracks, which is located on the southeast portion of the land claimed by the inhabitants of Carondelet as the commons of the French and Spanish period, the title to the land had not yet been definitely settled by the United States authorities, consequently the purchase by the United States from the people of Carondelet was only a conditional one, to be determined thereafter. A deed from the inhabitants of Carondelet to the United States, July 8, 1826, recited that for the sum of five dollars paid by Col. J. B. Brant, assistant quartermaster United States army, a certain tract of land lying in the county of St. Louis, bounded as follows: east by the Mississippi River, north by land of Julian Chouquette and Benjamin Patterson, west by the public road leading from Carondelet to Hercula-

neum, south partly by the south line of the Carondelet commons, and partly by the tract marked on the general plat as No. 3, quantity undetermined, had been conveyed to the United States. Should the United States cease to occupy it for military purposes at any time before the title to the same was definitely determined, it should revert to the parties of the first part, with the same rights they then possessed, the United States reserving the right of disposing of the improvements they might deem necessary to put on the land. This deed was signed by Samuel Solomon, George Schoultz, Antony Barada, Antony Motié, Hyacinthe Pigeon, St. Amant Michau, Louis Constant (his mark), Alexis Page (his mark), Joseph Menard (his mark), Aug'n Dube, John B. Shoultz, Dominique Fortneuf. M. P. Leduc, witness. Recorded Book No. 113.

The south line of the Barracks' tract is the south line of the Carondelet commons, and the north line of J. B. Martigny survey, No. 3779, in townships 43 and 44 north, ranges 6 and 7 east.

The most prominent of the early settlers of Carondelet, many of whose posterity still reside in the county, were :

Delor de Treget, original pioneer, Antoine Barada, John B. Boucher, Joseph Chartrand, Sr., Julian Chouquet, Sr., Gabriel Constant, Louis Courtois, Sr., Louis Catalan, J. M. B. Chatillon, Joseph and Louis Desnoyers, Augustin Dube, Louis Dubreuil, François Fournier, John B. Gamache, Sr., Nicholas Gais, *dît* Gravar, Amable Guion, Joseph Guienard, Toussaint Hunaud, Louis Tesson Honoré, Sr., Charles Hotte, Etienne Lalande, Pierre La Puente, Joseph Le May, Laurent Lefebvre, Alexis Loise, Joseph Loisel, Pierre Martin Ladouceur, Sr., Antoine Marechal, Alexis Michel Marie, John B. and Louis Menard, Joseph Moitier, *dît* Rondin, John B. Petit, Hyacinthe Pigeon, Sr., John P. Pourcelli, Sr., John B. Pujol, Antoine Rivière, Charles and Paul Robert, Charles Roche, Charles and François Roy, Lambert Sallé, *dît* Lajoie, Christopher Schultz, Sr., Joseph Hubert Tabeau, Claude Tinon, Charles Vallé, John B. Vien.

In 1870 Carondelet was incorporated with and became part of the city of St. Louis. A contemporary account, under date of April 8, 1870, thus describes the act of taking formal possession :

"Yesterday morning Capt. Fuchs, city register, accompanied by City Engineer Bishop and his clerk, visited Carondelet for the purpose of taking formal possession of the books, records, archives, money, and other property of that ex-corporation, now a part of the city of St. Louis. Capt. Fuchs was armed with a written order from Mayor Cole, directing the officers of Carondelet to make a full delivery of all the documents, etc., connected with their respective offices. The delegation were absent nearly all day. Capt. Fuchs returned to St. Louis proper late yesterday evening. According to his statement, he found things in a singularly confused condition, and the ex-officials did not appear prepared to furnish precise information respecting their departments. At the office of Auguste William Gamache, city treasurer, Capt. Fuchs found that the cash assets of Carondelet consisted of one dollar, in two fifty-cent notes, of which he formally took possession. He also found a quantity

of canceled city warrants, which he appropriated. Mr. Dougherty, ex-register, declined to give the key of the safe to Capt. Fuchs, but said he would keep it until a settlement was made. During the day some cupboards, containing papers and records, two old maps, and a few boxes and books were sent up to the court-house in a wagon and deposited in the city register's office to be examined. To-day Sergt. Prescott and four police officers of the Carondelet sub-district attended Capt. Fuchs and Mr. Bishop in their investigations, and remain in charge of the office, and will permit nothing to be moved until the transfer is completed to-day. Capt. Fuchs states that various claims to articles and documents were preferred by different parties, but that he took possession of everything he could find belonging to the city, leaving the claims of individuals to be settled by the proper authorities. The safe was left in charge of the police. The records of the city do not appear to have been very elaborately kept, and only one book was found at the city treasurer's office.

"Under the order of Mr. Bishop, all work on streets was suspended until further orders, as defects were apparent in the matter of breadth and grade."

HERCULANEUM.—A history of early St. Louis would be incomplete without a brief notice of the now almost extinct town of Herculanæum,¹ Joachim township, the former county-seat of Jefferson County, and the present site of Crystal City, where extensive plate-glass works are now established. Some thirty miles below St. Louis, on the right bank of the Mississippi, an open space of about a mile in extent in the almost perpendicular limestone bluffs, which rise to the height of some two hundred feet above the stream, bordering the west bank of the river for miles above and below, affords an outlet through which the Joachim Creek, a considerable stream, having its sources in the southern part of the county, and following a north by east course, discharges itself into the Mississippi. In the early days of the settlements several of the old French inhabitants made selections and established themselves along the flat lands for some miles up this creek, followed after a few years by a few Americans. After the transfer of the country to the United States and the extensive development of lead mineral throughout all this region back from the river, two enterprising Americans, Col. Samuel Hammond, Sr., of St. Louis, and Moses Austin, of Ste. Genevieve, perceiving the advantages of this point for an extensive lead business from its nearer proximity to the mines than Ste. Genevieve, then the only point of shipment on the river, purchased from one Judathan Kendall, on Jan. 9, 1809, a tract of four hundred arpens of land at the mouth of the Joachim Creek, and immediately laid off their plat of the town of Herculanæum, which consequently was an American enterprise, and proceeded to the sale of a number of the lots.

¹ Contributed by Frederic L. Billon.

Early in the year 1809, immediately after the new town was laid off, John N. Macklot, of St. Louis, a son-in-law of Charles Gratiot, Sr., commenced the erection of a shot-tower on the rocky bluff south of the mouth of the creek, at the south end of the town, and on its completion, in the fall of the year, entered extensively into the manufacture of lead and shot, the first establishment of the kind west of the Alleghenies.

In that and the two following years, 1810 and 1811, a number of lots were sold, and the place took a start by the erection of a goodly number of buildings; but the war with England of 1812-15 interfered materially with its progress, as it did with everything else in this region, and checked its further advance for a time.

On the restoration of peace in 1815 it again began to grow, and for a time improved quite briskly, so that in 1817 the brothers Elias and William Bates, who had become residents of the place, felt justified in erecting a second shot-tower and lead-works, which they established at the northeast angle of the village. These two establishments, as also some others erected subsequently at points on the Mississippi, did an extensive and flourishing business for some years, exporting from the country a large amount of shot and balls, and pig and bar lead.

Western Americans in those primitive days were so enthusiastically patriotic that they seldom permitted the national anniversary to pass over without its due observance. They had a Fourth of July celebration in 1816 at Ellis' tavern, Col Samuel Hammond president, and Dr. John Finley vice-president, at which many from Harrisonville, on the Illinois side, came over and participated in the festivities of the day.

An evidence of the rising importance of the place in population and business, is the fact that a lodge of Freemasons was organized in 1818 under the Grand Lodge of Tennessee, with Wm. F. Roberts, W. M.; Seth Converse, S. W.; Wm. Bates, J. W.; Henry Cellinger, James S. Beaumont, and others. It was one of the three that participated in the organization of the Grand Lodge of Missouri in 1821, there being at that day but two others in the State.

In the Spanish days this region formed the southern portion of the "district" of St. Louis. After our acquisition of the country and the term "county" had been substituted for "district," it formed the township of Joachim, St. Louis Co., extending along the Mississippi from the mouth of the Meramee to the Platin Creek, six or eight miles below Hereulaneum, about twenty miles of river-front, including all of what is now Jefferson County. Governor

Trudeau made a number of grants of land to Americans from 1795 to 1799 in this township.

The county of Jefferson, taken from the southern portion of St. Louis County, was organized by act of the Territorial Legislature Dec. 8, 1818, and Hereulaneum established as its county-seat. The first term of its Circuit Court was held here on March 25, 1819, by Nathaniel B. Tucker, judge of the Northern Circuit; Samuel Woodson, clerk; and Andrew Scott, sheriff.

The place reached its climax about the time that Missouri became a State, when rival points for the shipment of lead, its main business, springing up along the river, mainly Selma and Rush Tower, far more favorable sites, some six or eight miles below, it began to decline, and after the removal of the county-seat in 1836-37 to Monticello (subsequently called Hillsboro', its present name), a more central location in the interior of the county, it gradually ceased to exist, and was lost sight of until the recent establishment within a few years of the extensive plate-glass works, under its new cognomen of Crystal City, seems likely to again bring it into view. The population of Jefferson County in 1820 was eighteen hundred and thirty-five, and in 1830 two thousand five hundred and ninety-two.

Among the more noted residents of Hereulaneum in early days, besides those already mentioned, were John W. Honey, Capt. R. P. Guyard, Mr. Ellis, C. C. Fletcher, and others. When in 1820, the first chapter of Royal Arch Masons in the Mississippi valley was established in St. Louis, so few of that degree were found in the country that, to procure the necessary nine to the petition, the Masons were compelled to make drafts on two or three points in the surrounding country. St. Louis furnished four or five, St. Charles and Edwardsville, Ill., a couple each, and from Hereulaneum they had the name of Clement C. Fletcher. This veteran Mason rarely failed for several years to attend the stated monthly meetings of the chapter, riding up on horseback from Hereulaneum, thirty miles over a broken country, crossing the Meramee, remaining in St. Louis a night, and returning home on the following day, devoting two days to his trip. This gentleman was the father of Governor Thomas C. Fletcher.

EAST ST. LOUIS,¹ situated on the Illinois shore opposite the city of St. Louis, had its origin in a settlement made by Capt. James Piggott, who in 1797

¹ For materials used in the preparation of this sketch the author is indebted to a "History of East St. Louis," by Robert A. Tyson, and to a lecture delivered by Dr. Isaac N. Piggott before the Historical Society of East St. Louis.

established a ferry at this point between the east and west banks of the river.¹

Previous to this Capt. Piggott had established, in 1783, a fort not far from the bluffs, in the American Bottom, west of the present town of Columbia, in Monroe County, which was called Piggott's Fort, or the fort of the Grande Risseau, or Great Run. This was the largest fortification erected by the Americans in Illinois at that day, and was well defended with cannon and small-arms. Upon the petition of Capt. Piggott and forty-five inhabitants of this fort, an act of Congress was passed granting to every one on the public land in Illinois four hundred acres, and a militia donation of one hundred acres to each man enrolled in the militia service of that year. Governor St. Clair, knowing the character of Capt. Piggott's services in the army of the Revolution, appointed him the presiding judge of the court of St. Clair County. The then county-seat was at Cahokia.²

¹ For a full description and history of this ferry the reader is referred to the sub-chapter on ferries in another portion of this work.

² Dr. Isaac N. Piggott. The petition referred to above was addressed to Governor St. Clair, and was as follows:

"GREAT RUN, May 23, 1790.

"TO HIS EXCELLENCY ARTHUR ST. CLAIR, ESQ., *Governor and Commander-in-Chief of the Territory of the United States northwest of the River Ohio:*

"We, your petitioners, beg leave to represent to your Excellency the state and circumstances of a number of distressed but faithful subjects of the United States of America, wherein we wish to continue, and that under your immediate government; but unless our principal grievance can be removed by your Excellency's encouragement, we shall despair of holding a residence in the State we love. The Indians, who have not failed one year in four past to kill our people and steal our horses, and at times have killed and drove off numbers of our horned cattle, render it impossible for us to live in the country any way but in forts and villages, which we find very sickly in the Mississippi bottom. Neither can we cultivate our land but with a guard of our own inhabitants equipped with arms; nor have we more tillable land for the support of seventeen families than what might easily be tilled by four of us; and as those lands whereon we live are the property of two individuals, it is uncertain how long we may enjoy the scanty privileges we have here; nor do we find by your Excellency's proclamation that those of us, which are the major part, who came to the country since the year 1783 are entitled to the land improved at the risk of our lives with the design to live on. These, with many other difficulties, which your Excellency may be better informed of by our reverend friend, James Smith, hath very much gloomed the aspect of a number of the free and loyal subjects of the United States. In consideration of which your petitioners humbly request that by your Excellency's command there may be a village, with in-lots and out-lots, sufficient for families to subsist on, laid out and established in or near the Prairie de Morivay. We know the other American settlers near the Mississippi to be in equally deplorable circumstances with ourselves, and consequently would be equally benefited by the privileges we ask.

With regard to the topography of the country in the vicinity of the present East St. Louis, as it appeared in 1799, and the history of its settlement, Dr. Isaac N. Piggott says,—

"Cahokia Creek, or the River L'Abbé, as it was formerly called, did not run into the Mississippi where it now does, but formed a junction south of Piggott's addition to Illinoistown with the Slough, which then ran at the head of an island, described in the 'Western Annals' as being opposite South St. Louis, and with said Slough ran past the village of Cahokia, below which the only ferry from Illinois to St. Louis could then be kept. By reference to the seventy-second page of Mr. Butler's 'History of Kentucky' it will be seen that Cahokia Creek was knee-deep in front of Col. Clark's camp at Cahokia, where he treated with the Indians, in September, 1778. But so great has been the change that neither Slough Creek nor island can now be properly recognized at that place. The late Auguste Chouteau, when speaking of the first settlement of St. Louis, says,—

"At that time a skirt of tall timber lined the bank of the river, free from undergrowth, which extended back to a line about the range of Eighth Street. In the rear was an extensive prairie; the first cabins were erected near the river and market; no "Bloody Island" or "Duncan's Island" then existed. Directly opposite the old Market Square the river was narrow and deep, and until about the commencement of the present century persons would be distinctly heard from the opposite shore. Opposite Duncan's Island and South St. Louis was an island covered with heavy timber and separated from the Illinois shore by a slough. Many persons are now living (1850) who recollect the only ferry from Illinois to St. Louis was from Cahokia below the island, and landed on the Missouri shore near the site of the United States arsenal."

"Although that description is correct as far as it goes, it does not attempt to describe the landscape at this place, nor when and how Duncan's Island and Bloody Island were formed, and why so named; nor why the only ferry from Illinois to St. Louis had to be from Cahokia below the island, opposite South St. Louis, and landed on the Missouri shore near the site of the United States arsenal; nor when and by whom the Wiggins Ferry at this point was first established. A ferry at this point at that date would have been worse than useless, because it could not have been reached by the inhabitants of Illinois until a road was made, and the River L'Abbé was bridged above its junction with the Slough, which then ran at the head of said island, and which is now known as Cahokia commons, south of East St. Louis. And all the space above the Slough, between the rivers Mississippi and L'Abbé, including the Ferry Division of East St. Louis and what is now known as Bloody Island, and the dike and ponds of water in that vicinity, was then bottom land, covered with majestic forest timber, interspersed with pea-vine, rushes, and winter-grass, upon which stock kept fat all the seasons of the year. The distance between the two rivers was then half a mile in width. This was also used as the common camping-ground for all the friendly Illinois Indians that traded at St. Louis, and sometimes by hostile Indians. Therefore to build the first bridge and make the first road was not only costly and laborious, but an extremely dangerous un-

And that those of us who came to the country and improved land since 1783 may be confirmed in a right of pre-emption to their improvements is the humble request of your petitioners. And we, as in duty bound, shall ever pray.

"JAMES PIGGOTT,
"and forty-five others."

dertaking; for although Col. Clark, in 1778, had taken all the Territory northwest of the river Ohio from the British Lion, yet that country's allies, the Indians, like tigers thirsting for blood, still claimed and occupied and, like lords of the forest, roamed through this vast region of wild country. . . . Excepting a few French villages in this bottom, the whole country northwest of the Ohio River was the abode of ferocious beasts and wild men. Those first heroes of the West were without roads, bridges, newspapers, or mail-carriers. Many of them had assisted in the erection and defense of Fort Jefferson in 1780-81, and had come with their captain and had formed the first purely American settlement at the Great Run.

"When Governor St. Clair, in 1790, first organized civil government in Illinois, he held council with the people, and in view of the prospective importance of this place, he advised his newly-made judge (Piggott) to establish himself at this place. To look at the surroundings of the country, it had very much the appearance of a forlorn hope, but the Governor knew his man. The inhabitants of both sides of the Mississippi felt the great need of such a ferry and co-operated heartily in it. At that time there was no other man willing to take the risk. In the summer-time men could not work here. In the winters of 1792-93, while the River L'Abbé was frozen, Judge Piggott erected two log cabins at this point, and continued every winter to carry on his improvements till 1795. After Gen. Wayne had conquered and treated with the hostile Indians, he then removed his family from his fort at the Great Run to this point, among the friendly Indians.

"As soon as the judge had completed his road and bridge and established his ferry from the Illinois to the Missouri shore, he petitioned (15th day of August, 1797) for and obtained the exclusive right to collect ferriage in St. Louis (at that time a Spanish province)."

With regard to the changes in the course of the Mississippi and the Cahokia Creek, the same authority adds,—

"The main channel of the Mississippi in 1800 ran nearly straight from the Chain of Rocks, supposed to be about nine miles above St. Louis, toward and close to the old western boundary of the Cabanné Island, and from thence striking the rocky shore of Missouri above St. Louis, near where the Sturgeon Market now is, thence running deepest against said rocky shore to Market Street, below which a sand-bar formed which grew into what is now called Duncan's Island, causing the current to deflect to Cahokia Island, and carried off a great part thereof. Meanwhile accretions accumulated on the west side of the Cabanné Island. This caused the current to carry off a great deal of the Missouri shore, and formed what was called the Sawyer Bend, above what is called Bissell's Point. In the fall of 1798 a sand-bar was formed in the Mississippi similar to the one now opposite this place and near the same locality. It increased rapidly, and soon became an island, covered with willow and cottonwood. In time this island received the prefix 'Bloody,' from the many bloody duels it was the theatre of.

"In the progress of time the main channel for steamboat navigation ran east of Bloody Island, and the current thus deflecting against the Illinois shore it was worn away rapidly. I believe the whole Mississippi River would ere now have been running east of this place had it not been prevented by diking. But before dikes proved a success the Mississippi had washed away all the land heretofore described as the Indian camping-ground, lying between the rivers, and filled up the bed of the old Miry Creek at the southwest corner of Illinoistown, and turned the channel thereof from its former route past Cahokia

to opposite St. Louis. For some time the ferry-boats landed at Illinoistown about the northwest end of Main and Market Streets and a mile below it. Various and expensive efforts were made to force the Mississippi back to its old channel west of this island. After several dikes or rock piers had been made along the Illinois shore so far as to deflect the current towards the Missouri shore, and also Dike Avenue having stopped the current from running on the east of this place, the slough which had run there has been rapidly filling up.

"An examination of the old plat of Illinoistown shows that at the northwest end of Main and Market Streets is the place where the bridge and road made in 1795 crossed the River L'Abbé, which is now in the bed of the slough. . . . The slough at the head of the island is already filled up. It is again attached to the mainland, and the other part of it is diked in several places and rapidly filling up. Properly speaking, this place is no longer Bloody Island, but the law-abiding Ferry Division of the city of East St. Louis."

After the establishment of the ferry by Capt. Piggott, various attempts were made to establish towns, some of which were laid out immediately on the shore of the river, and soon washed away. Among these were Washington and Jacksonville. The present city of East St. Louis is built in part on Cahokia common, which extended from the old village of Cahokia to the east bank of Cahokia Creek. Illinoistown, as East St. Louis was originally named, was laid out in the autumn of 1817, as is shown by the following advertisement in the *Missouri Gazette* of October 25th of that year:

"Illinois City, situate in the prairie near the mounds, opposite to the upper end of St. Louis, laid out on an extensive and liberal plan, the principal streets being ninety-nine and none less than seventy-one and a half feet wide; eight lots of one hundred and four and a half by one hundred and ninety-seven feet in a square, each square divided by an alley of twenty feet in width.

"There will be offered at public sale on Saturday, the 1st day of November next, at Savage's tavern, sundry lots in the above-mentioned place. The terms will be made known on the day of sale, the sale to commence at eleven o'clock A.M.

"JOHN HAYS,
"N. JARROT,
"J. B. THOMAS,
"JOHN HAY,
"M. TURCOTTE,
"Commissioners."

The land belonged to John McKnight and Thomas Brady, merchants of St. Louis, and had formerly been owned by Etienne Pensonau, and occupied and possessed by one Vanorsdall.¹ The town was laid out by Col. Thomas F. Riddick, agent for McKnight & Brady. On Monday, Nov. 3, 1817, an auction sale of the lots advertised took place in St. Louis, but some of the lots were disposed of at private sale before and afterwards. The town thus provided for formed the southeast portion of what is now the city

¹ History of East St. Louis, p. 24.

of East St. Louis. Soon after this transaction Illinois City was platted and laid out on land once known as a part of Cahokia common. The whole area surveyed was about three hundred and sixty-nine acres, including streets and a public square. There were sixty-three squares and four hundred and ninety-six lots. The survey was located in what is now the northwestern portion of the city. The plot was recorded in 1825. In 1837 the town of St. Clair was platted by the county surveyor, John M. Messinger, in the employ of John L. St. John. The surveyor's certificate was dated April 13, 1837, and the record made by Mr. St. John, April 19, 1837. It comprised what is now the central part of the city.

In 1859 the town of East St. Louis was platted and entered of record (November 28th). It was a sub-division of lands belonging to Samuel L. Barlow, Henry Chauncey, William H. Aspinwall, and Samuel W. Comstock, lying within United States surveys No. 626, in the name of Richard McCarty; No. 625, in that of Jean F. Perry; Nos. 131 and 132, in that of A. Chouteau; No. 130, in the name of Jean St. Germain; and No. 129, in the name of Gregoire Sarpy. It extended from the central to the northern part of the city, and included a tract once owned by John Jacob Astor. In April, 1865, Henry Holbrook, St. Clair County surveyor, in the employ of the Wiggins Ferry Company, surveyed and laid out seven hundred and thirty-four town lots, under the name of the Ferry Division of East St. Louis. Other divisions have since been added. On the 20th of September, 1872, Oebike and Kase Addition of sixty-seven lots was platted and surveyed. The town was incorporated as Illinoistown Feb. 19, 1859, and at the first town election, April 4, 1859, W. J. Enfield, Samuel W. Toomer, Andrew Wettig, and Henry Jackeisch were elected trustees, and William Hamilton police magistrate and *ex officio* president of the board of trustees. George Johnson was appointed marshal by the trustees, who held their first meeting April 16, 1859. At an election held on the 1st of April, 1861, the citizens changed the name of the town from Illinoistown to that of East St. Louis. The following officers were elected: President of Town Council, Samuel W. Toomer; Town Council, Samuel B. Walker, Florence Sullivan, John Moneghan, and Francis Karle; Police Magistrate, John B. Bowman; Town Marshal, John Henessy.

On the 17th of January, 1865, the Council appointed a committee, consisting of the president, S. W. Toomer, and Messrs. Oebike, Bowman, Kase, and Millard, to draft a city charter. Subsequently the new charter was submitted and approved, and a motion

to change the name of the city to St. Clair defeated. In the same year (April 3d), at the first election for mayor, J. B. Bowman was chosen.

In March, 1865, a St. Louis journal said,—

“The people of East St. Louis have obtained from the Illinois Legislature charters for a gas company, water-works, and a grain elevator. A weekly newspaper is also about to be established there. Mr. James L. Fawcett, formerly well known as the proprietor of the *St. Louis Herald*, has moved his printing material across the river, and intends issuing in a short time the first number of the *East St. Louis Weekly Herald*.”

Since then the city has attained a remarkable development, and being the centre of a vast railroad system, enjoys a steadily increasing prosperity. Connected with St. Louis by the great bridge, its interests are identical with those of the metropolis, to whose trade, commerce, and industries it is a most important contributor.

CHAPTER XLII.

COUNTY OF SAINT LOUIS.

ALTHOUGH the present city of St. Louis was the place where the first settlement in the region was made, other points in the vicinity were settled soon afterward, if not contemporaneously with it. The trading-posts and missionary stations that were first established soon became the nucleuses of agricultural settlements, which gradually extended as the danger from predatory attacks of the savages diminished. The increase of the population was not at first rapid, although the fertile soil gave ample returns for the little labor bestowed on it; there was no near market for the surplus produce, and the ample facilities for transportation to distant markets which now exist were not then dreamed of.

The earliest settlers were French, and although the territory was under the dominion of Spain till the beginning of the present century, the French character of the inhabitants was retained, and the habits and customs of the people were such as they brought with them from their native country, only modified by the different circumstances which here surrounded them.

“At the outset French husbandry¹ was limited to the production of food for home consumption. The farms were small. Near the beginning of the present century a tract of eighty arpens was said to be the

¹ This portion of this chapter, relating to the early agriculture of St. Louis County, was prepared for this work by Professor S. Waterhouse.

largest inclosed farm in the country.¹ No adjacent villages afforded a market for surplus crops, and the French were too fond of leisure to raise more than was necessary for the satisfaction of their own wants. At first maize was the principal grain crop, but in a few years after the erection of Laclède's water-mill they added wheat to their breadstuffs.

"The costliness of foreign goods, together with the poverty of the people, led to the cultivation of cotton. Most of the inhabitants were clad in homespun garments. Enough cotton was raised to supply the domestic wants of the colony.² The cloth woven in their rude looms was indeed coarse, but it was also strong, and answered well the needs of the simple villagers.

"The common vegetables—potatoes, beans, peas, turnips, pumpkins, melons, cabbages, and radishes—were raised in abundance. The village orchards yielded a partial supply of good apples. Small quantities of tobacco and sugar were also produced.³

"The early inhabitants devoted themselves more to gardening than to farming. No hay was stacked for domestic animals. The wild prairie grasses were plentiful and nutritious.⁴ In winter the horses and cattle were allowed to graze at will on alluvial lands, and they always contrived to keep themselves in good condition. A bountiful supply of beef,⁵ poultry, and eggs measurably relieved the early settlers of the irksome labors of agriculture. In a country abounding with game, a race of men naturally fond of hunting would not be apt to devote themselves to the severe

and monotonous toils of farming.⁶ All the neighboring forests were full of game. Deer have been shot near the site of the Planters' House, in St. Louis City. Every adjacent stream was alive with fish. Chouteau's Pond was a favorite resort for fishing prior to the great flood of 1844. In 1803 beef was worth from two dollars and fifty cents to three dollars a hundred. At the time of the cession some of the French farmers already owned hundreds of cattle and swine.⁷

"The farming tools were rough, awkward, and heavy.⁸ The plows⁹ had wooden furrow-boards, and the snaths were either straight or conveniently bent by the accident of growth. The harness of the ponies was a rude combination of straps and ropes, fastened, in lieu of buckles, with strings of buckskin. The oxen were yoked in a primitive oriental fashion. A strip of wood about three inches square and five feet long was strapped to the horns, and the tongue of the cart was attached to the centre of this yoke. The resistance was encountered with the neck and not with the shoulders.¹⁰ The only article in the country on wheels for long years was a *charrette*, a primitive cart, constructed of two pieces of scantling some ten or twelve feet long, joined together by two or more cross-pieces, upon one end of which the body of wicker-work was placed, and the front ends rounded to serve as the shafts, and the whole set on the axle-tree of the wheels. Almost the only use they had for it was to haul in their corn and hay to their barns back of the village. It was sometimes used to take ladies and children out riding. All the males and most of the females rode on horseback.

"Laclède brought up his family from Fort Chartres in 1764 in one of these carts, and F. L. Billon rode up in one from Ste. Genevieve in 1818.

¹ In the neighborhood of the Meramec, "Thomas Tyler had eighty arpens under fence, forty planted with tobacco and corn, then (about 1790) considered the largest farm in the country."—*John Boli*, July 30, 1860, *Commissioners' Minutes*, vol. i. p. 438.

² Reynolds' *My Own Times*, pp. 14–38, 71. According to this authority goods woven by machinery were not introduced into the Illinois settlements till about 1818.

"Sixty years ago Gervais cultivated tobacco in the Little Prairie."—*Aug. Chouteau*, June 1, 1825, *Hunt's Minutes*, vol. ii. p. 4.

³ "Since ten years ago John Boli made sugar every year on the Meramec River."—*Jacques Clamorgan*, July 17, 1806, *Commissioners' Minutes*, vol. i. p. 410.

"In 1799 there was a sugar-camp established on Soulard's land, on the Missouri River, and sugar (maple) made."—*Gregoire Sarpy*, Sept. 7, 1806, *Ib.*, vol. ii. p. 7.

⁴ *Hunt's Minutes*, vol. ii. p. 109.

⁵ Reynolds, speaking of the Illinois colonists, says, "The French scarcely ever troubled themselves with milking cows, but turned the calves out with the other cattle, and made little or no butter."—*My Own Times*, p. 91.

From the similarity of the French methods of farming in the different settlements, it is probable that the same indifference to milk and butter existed in St. Louis.

⁶ Reynolds' *My Own Times*, p. 38. It is a singular fact that while the first settlers of St. Louis were mostly hunters, boatmen, or traders, the inhabitants of Carondelet were all farmers. "About twenty-five years ago there were about thirty families of farming people in Carondelet who had no other pursuit."—*Auguste Chouteau*, July 9, 1808, *Commissioners' Minutes*, vol. iii. p. 217.

"Carondelet contained, twenty-five years ago, about forty families, all farmers."—*J. B. Provenche*, July 9, 1808, *Ib.*, p. 218.

⁷ Reynolds: *My Own Times*, p. 38.

⁸ One of the farmers had an ingenious device. By a portable lodge he provided convenient quarters for himself and a place of security for his tools. "Nic Barsaloux cultivated a piece of land south of Mill Creek. Barsaloux had a small house built upon wheels, and used to have it hauled on said piece of land when he wanted to work on the same."—*Réné Dodier*, March 5, 1803, *Commissioners' Minutes*, vol. vi. p. 110.

⁹ Reynolds' *My Own Times*, p. 38.

¹⁰ *Ibid.*, p. 39.

"The division of lands, originally derived from the mother-country, was sanctioned by the exigencies of the New World. The system combined convenience of fellowship with facility of defense. Generally it began in the village itself with a patriarchal arrangement of the homestead. Often, in imitation of the old French custom, the abode of the father stood in the centre of the lot, and the cottages of his married children were ranged on either side. Sometimes several generations of descendants were grouped around the patriarchal household. Occasionally the village lot contained one or two acres, but at St. Charles the usual size was one hundred and twenty by one hundred and fifty French feet. Some of these features, so characteristic of most French settlements, were exceptional in St. Louis. In addition to this house-lot, each villager had an equal right in the commons and a proportionate share in the common fields. The latter were lands which the Governor granted to the petitioners for the purpose of tillage.¹ The shape of the tract was long and narrow. The common fields at St. Charles were one arpent, or one hundred and ninety-two and a half feet, in width; and a single lot, measuring one arpent by four, embraced about thirty-four acres. The length of the strip was determined by the number of farmers. Every inhabitant owning a lot in the village was entitled to a section of the common fields proportioned to the size of his family and to his means of cultivation. His tenure was absolute. Invested with the fee-simple, the owner was subject to no restraints in the disposal of his land. The first common fields were adjacent to the village, but as the growth of the place required more land for cultivation other and more remote fields were inclosed.

"The common was also situated conveniently near the village. This tract was not devoted to tillage. It was the public pasture and wood-lot. There were no sub-divisions and no exclusive rights. Its benefits were alike free to all who were entitled to their enjoyment.² These grants were sometimes very extensive.

¹ It was the duty of the villagers alternately to guard their growing crops. "The inhabitants in those days (forty years ago) who had a common field lot had a fence to keep the cattle of the town from injuring their grain growing in their field lots. It was the custom of the inhabitants of the town to take it in turns to go out and tend their cattle and keep them from doing injury to the same."—*Baptiste Rivière, Jr.*, July 30, 1825, *Hunt's Minutes*, vol. ii. p. 113; *Monette's History of the Mississippi Valley*, vol. i. p. 184.

² "The common was first fenced in the year 1764, at the expense of the inhabitants, who always kept it in repair, and every person, inhabitant of the village, was in the habit of pasturing his cattle in the same and cutting wood."—*Auguste Chouteau*, May 10, 1806, *Commissioners' Minutes*, vol. i. p. 289.

The Cahokia common was some three miles long. The Ste. Genevieve common contained about four thousand acres. The St. Louis commons, comprising some half a dozen prairies under distinct names, extended to the common fields of Carondelet.³ According to the survey of 1806, the whole tract embraced four thousand two hundred and ninety-eight arpens. By the later and probably more exact survey of 1833 the area of the St. Louis commons was four thousand five hundred and ten arpens. The lands thus reserved for tillage and pasturage were inclosed at the public expense, but the tax raised for the purpose of making the fence and keeping it in repair could be paid in manual labor. Every minute detail was regulated by law.⁴ As in some of the French villages, even the form of the door-yard and garden was determined by enactment; so the method of building and repairing the fences of the common fields, the penalty for the neglect of these duties or for an encroachment upon the rights of others, and the time for plowing, planting, and harvesting were all prescribed by public ordinance. The system of common fields was well adapted to the circumstances of colonial life. It strengthened a feeling of mutual dependence and social attachments. It also afforded a safeguard against the incursions of the Indians. All the farmers being, by the requirement of law, engaged simultaneously in the cultivation of their adjacent fields, could quickly assist each other in the event of an attack. While the community of interests developed a sense of common brotherhood, the individual ownership of real estate prevented the evils of tenantry and the growth of a landed aristocracy. There could be no distraint of tenants where all alike were landlords."

New County of St. Louis.—By an act of the Legislature of Missouri, passed in 1875, the townships of St. Ferdinand, Central, Bonhomme, Meramec, and Carondelet were separated from the city of St. Louis and erected into a county bearing the same name. The act extended the limits of the city, de-

³ "A. D. 1790 there was a common fence that connected with the common field fence of Carondelet, and extended so as to go round and include Prairie des Noyes, Cul de Sac, and the Big Prairie, and the land inclosed within this was generally cultivated."—*Auguste Chouteau*, June 1, 1825, *Hunt's Minutes*, vol. ii. p. 4.

"When he first came to St. Louis the common extended to the River des Peres, but after that, when Carondelet was laid out, there was an agreement between the inhabitants of St. Louis and the inhabitants of Carondelet that the common field fence of St. Louis should join the common field of Carondelet."—*John Baptiste Lorain, Sr.*, Nov. 23, 1825, *Hunt's Minutes*, vol. iii. pp. 82-85.

⁴ *Monette's Hist. of the Mississippi Valley*, vol. i. p. 184.

lined the boundaries or line between the city and county, and made provisions for the organization of the county and the appointment of its first officers. The newly-appointed county judges under the act were Henry J. Sutton, presiding judge; Joseph Conway and James C. Edwards, associates. A meeting of the judges was held at the house of Judge Sutton on the 22d of January, 1877, and the work of organizing the county was entered on. The constitutional oath of office was administered to the justices by Thomas Thomas, notary public, and orders were made that William D. Clayton be appointed clerk of the County Court and *ex officio* recorder of deeds, also that Alfred Carr be appointed sheriff of the county and *ex officio* collector. Thomas T. January was appointed county treasurer, and the amount of the bonds of all these officers was prescribed. It was then ordered "that the presiding justice of this court inform the presiding justice of the old County Court that the new county government is now organized in manner as provided by law, and has assumed the control of the affairs of the county of St. Louis in the newly-established limits as fixed and determined by scheme and charter." By another order the presiding justice was directed to surrender to the mayor of the city of St. Louis the county buildings and property belonging to the old county and located within the extended limits of the city, as those limits were fixed by the scheme and charter.

A committee, consisting of the presiding justice, sheriff, and clerk, was appointed to select a suitable place for a temporary county-seat, and Frank J. Bowman was appointed special counsel for the county in all matters pertaining to its organization. It was ordered that the seal of the new county should be in all respects similar to the one previously used by the County Court of St. Louis County, except that the word "new" should be prefixed to the word "county" on such seal. The special counsel was directed to take measures for determining the validity of the new organization, and the police commissioners of the city of St. Louis were requested to continue the police regulations in the county till further arrangements were made. The machinery of the new county government was thus set in motion.

The temporary county-seat was fixed at the Mount Olive House, on the Olive Street Rock road, nine miles from the old court-house. The owner of this house, Samuel Ecker, offered the same, with all the necessary rooms, for the use of the County Court, all the county offices, and, when needed, accommodation for the Circuit and Probate Courts. This offer was accepted, and the first meeting there of the court was

held on the 12th of March, 1877. This house had been erected for a summer resort seventeen years previously. It was a fine three-story brick building, containing thirty-seven rooms and a hall forty by forty-four feet, amply capacious for a court-room.

The region was pleasant, and the West End Narrow-Gauge Railroad ran within a mile of the place. Here the county business was transacted till the completion of the buildings at the county-seat. Of this house the *St. Louis Republican* of April 23, 1878, said,—

"The Mount Olive House, the temporary seat of justice for St. Louis County, had every inch of available space occupied yesterday.

"It is questionable whether another public-house of the same size in America was ever put to as many uses in the same space of time—six hours—as was this house yesterday.

"In this house is located all the county offices inseparable to the municipal government of a county with forty thousand inhabitants,—a post-office, a large bar-room, where attorneys do not room, a Circuit Court room, a County Court room, a Probate Court room, private offices, a large printing-office, where the county paper is published, and a number of sleeping-rooms. The house is also serving as a hotel, and to-day some part of it will be used as a jail, where prisoners will be temporarily confined until their cases are called.

"Four different organized bodies—the Circuit Court, the County Court, the Probate Court, and the Court of Equalization—held sessions and transacted business, notwithstanding that the rain poured down and the wind roared like a tornado."

A commission, consisting of Robert G. Coleman, Thomas J. Sappington, and Wm. M. Henderson, M.D., was appointed to select a suitable place for a permanent county-seat. These commissioners met on the 7th of May, 1877, and agreed that the best interest of the county demanded the location of the county-seat on a plat of ground belonging to William Patrick, lying south of the Olive Street road, and west of the Watson road, at the point where the Signal Service station was previously located.

This selection proved unsatisfactory to the people, and the commissioners annulled it on the plea that they had not qualified before entering on their duties, and that the selection was therefore void. The *St. Louis Republican* of Sept. 25, 1877, stated,—

"The St. Louis commissioners, Messrs. Coleman, Sappington, and Henderson, appointed by the board of freeholders to locate the permanent county-seat for St. Louis County, met yesterday at Mount Olive and agreed upon a location. The proposals offered comprised three from Mr. Clayton, the Mount Olive, Mrs. Patrick's, near Stratman's, Denny, Buntville, Kirkwood, and St. Ferdinand. The commissioners held their meeting in private, and finally settled on what is locally known as the third proposition of Ralph Clayton, comprising one hundred and four acres of ground on the Hanley road. Mrs. Hanley gives four acres and Mr. Clayton one hundred acres. The land has been held at a valuation of three hundred dollars per acre, aggrega-

ting over thirty-one thousand dollars in total value. The Hanley road starts from Barthold's, on the Manchester road, and running north crosses successively the Clayton road, Bonhomme road, Olive Street road, and the St. Charles Rock road. The location as fixed upon by the commissioners is at the junction of the Hanley road, bounding it on the east, and the projected St. Louis Narrow-Gauge Railroad, bounding it on the west, and running through Forest Park, and from which road the St. Louis, Kansas City and Northern Railroad secured the right of way into the Union Depot. The proposed Narrow-Gauge Road is already graded past the newly-located county-seat. The property is about eight and a half miles from the city court-house, and is accessible from all the thoroughfares in the county, which approach each other as they near the city. The location is about a mile and a quarter southeast of the present temporary county-seat at Mount Olive, the Hanley road passing around Olive Street road a short distance east of Mount Olive. The location is three miles north of Barthold's, and about two miles west of Forest Park, or the city limits."

On the 4th of December, 1877, an election was held to determine the question of location of the county-seat, and the recommendation of the commissioners was indorsed by a small majority.

At a meeting of the County Court, held at Mount Olive, March 4, 1878,—

"It was ordered that the commissioner of county-seat proceed at once to have the square or block of ground reserved for county buildings cleared of all timber, brush, stumps, etc., that in his judgment should be removed, preserving all forest-trees that will not obstruct nor be in the way of the construction of said buildings on said square.

"It was ordered further that as soon as the county surveyor has completed an accurate measurement of the grounds and the sub-division of the same, in accordance with the map of plat approved by this court and ordered filed in the county clerk's office, the said commissioner shall immediately cause at least one thousand lithographed copies of the same to be made for distribution, headed with the name of 'Clayton, St. Louis County Court-House Donation,' in large letters, with the four avenues bordering the court-house square and inclosing the same named and lettered on said map, as follows, viz.: the one running north and south on the east side of said square shall be named and lettered Central Avenue; the one on the north side of said square, running east and west, named and lettered St. Ferdinand Avenue; the one on the south side of said square, running east and west, named and lettered Carondelet Avenue; the one on the west side of the square shall be named and lettered Meramec Avenue, and the one immediately south of Carondelet Avenue shall be named and lettered Bonhomme Avenue.

"The original of said lithographic plats, with the names of said avenues thereon, shall be matters of record, and all of the before-mentioned avenues are hereby dedicated for public use, together with all other avenues, streets, and alleys shown on said original map or plat as recorded and named by the said commissioner of the county-seat.

"It was further ordered that the avenue running north and south on the western boundary of said plat shall be named and lettered Coleman Avenue.

"The avenue running east and west along the northern boundary on said plat shall be named and lettered Henderson Avenue.

"The avenue running north and south and immediately east

of Central Avenue shall be named and lettered St. Louis Avenue.

"And the avenue running with and parallel to the St. Louis County Railroad shall be named and lettered Sappington Avenue.

"All of which are hereby dedicated to public use, together with the other avenues, streets, or alleys marked out and shown upon said plat."

On the 18th of July, 1877, the last act in the separation of the city and county governments was accomplished, and the old County Court adjourned forever. The Board of Finance, consisting of R. C. Allen, justice Sixth District; C. Conrades, justice Fifth District; Henry Overstolz, mayor; E. L. Adreon, comptroller, presented their report. The old court had no objection to interpose, and the warrants were drawn upon the treasurer for the amounts due the city and county respectively.

At this meeting the following was offered by Judge Finney:

"Ordered, That, in pursuance of the provisions of Section 9 of the scheme, the clerk of this court, the county treasurer, and the county auditor be and they are hereby instructed to transfer to the proper officers of the city of St. Louis all records, books, papers, etc., now in the office of this court or under their control.

"And it is further ordered that the furniture, books, and papers in the offices of the county auditor and treasurer and County Court room, and all other property belonging to the former county of St. Louis not heretofore transferred, be and the same are hereby turned over and formally transferred to the city of St. Louis.

"And that the assessor be instructed to transfer to the new County Court all books, plats, etc., now in his possession, and which by the terms of the scheme have become their property."

Adopted.

Judge Allen moved that the seal of the old County Court be turned over to the new County Court. Judge Speck thought there were some objections, but Judge Edwards, of the new County Court, who was present, explained that the transfer would be merely as a piece of property, and it was agreed to.

Judge Finney then offered the following:

"WHEREAS, The Board of Finance appointed under the scheme and charter for the purpose of adjusting the relations between the old county of St. Louis and the city of St. Louis and the new county of St. Louis have this day reported to the court that they have completed their labors, and all appropriate orders having been made and passed; it is therefore

"Ordered, That the functions of this court having ceased and its powers ended, in accordance with the provisions of Section 9 of the scheme, it is hereby adjourned *sine die*."

The resolution was adopted, the vote being as follows: *Ayes*, Judges Speck, Heller, Finney, and Conrades; *Noes*, Judges Allen and Dailey.

The following figures afford a brief summary of the report of the Board of Finance. The funded debt of

the former county, assumed by the city, was declared to be \$6,824,000; all other claims against the county, \$9065.35. The necessary current expenses of the county prior to Oct. 22, 1876, were \$92,575.83, and the receipts from Oct. 21 to May 31, 1877, exclusive of special funds, \$547,704.11; total, \$640,279.94. To ascertain the divisible balance there must be deducted from this sum as follows: Current expenses and other claims accrued and paid from Oct. 21, 1876, to May 31, 1877, \$423,291.07, and amount of outstanding claims, \$30,079.92, leaving the balance to be divided \$186,908.95. On the basis of the assessed valuation of city and county for 1876, this balance, divided proportionately, gives: City's share, \$164,414.30, and the county's share, \$22,491.65.

The location of the county-seat at Clayton led to some annoying litigation. An injunction was sought to restrain the county authorities from the erection of buildings there, on the ground that the place had not been legally selected as the county-seat. After due hearing, however, the application for an injunction was refused.

The following extracts from a St. Louis journal¹ shows what were the views entertained by some at the time concerning the separation, and the effect at first on the taxes levied in the new county:

"Our neighbors of the county have good reasons for the congratulations they indulge in over their condition. Their court-house will not cost them, it is said, over thirty thousand dollars, and they have the means to pay for it already on hand. It and the jail connected with it will furnish ample accommodations for the public business for half a century to come. Clayton is only about eight miles from this city, and will in a year or two be connected with it by a narrow-gauge railroad. The new county possesses many marked advantages,—the suburban boundary, twenty-five miles in extent, of a great and growing city, seventy miles of completed railroad, seventy-five miles of gravel and macadamized road, a hundred and twenty-five miles of good common highway with bridges and culverts, a population of forty thousand, and a taxable wealth of over twenty million dollars, and a long water-line formed by three rivers, whose valleys and bluffs afford a fertility of soil and a beauty of scenery which together can hardly be equaled in any similar area in the United States.

"The people of the county have no regrets to waste over separation, even though it has deprived them of the three hundred thousand to three hundred and fifty thousand dollars per annum which the old County Court was accustomed to expend on their roads and bridges. They find that they are able to keep up their highways with one-tenth of this enormous expenditure, while the decided advantages of having control of their own administration are brought out in every day's experience. All things considered, they have made a good beginning in self-government, and if they keep on as they have begun, will have increasing reasons for rejoicing at the severance of a connection which had become injurious to both city and county.

"The St. Louis County Court has fixed the tax levy for county purposes for the present year at thirty-five cents on the one

hundred dollars,—ten cents for roads and bridges and twenty-five cents for other purposes. This is a reduction of five cents on the levy of last year. The State taxes (for revenue and interest) are forty cents; the total rates, therefore, are seventy-five cents on the one hundred dollars. This, however, does not include the school tax, which is fixed by the district school boards, and varies from twenty-five to fifty cents. The taxable property in the county is twenty-two million dollars. The tax rate fixed upon will therefore yield, theoretically, seventy-seven thousand dollars, of which about twenty-two thousand dollars will go to the maintenance of roads and bridges, and fifty-five thousand dollars for other county purposes.

"Under the old *régime* the people of the county were accustomed to pay about forty-five cents county tax and seven and one-half cents back tax, making a total of fifty-two and one-half cents on the one hundred dollars. The present rate of thirty-five cents is seventeen and one-half cents less, and this although the new county is engaged in erecting its public buildings."

COUNTY BUILDINGS.—John Snyder was appointed superintendent of public buildings, and under his supervision the court-house and jail were erected by Rude and Luke, of St. Louis. The corner-stone was laid on the 9th of May, 1878, and the ceremony was witnessed by more than three thousand people. The Masons of St. Louis had been invited to take charge of the affair.

There were portions of four commanderies of the Templars, in full regalia, commanded by John S. Parsons, Grand Commander. Among them was the committee of Knights Templar of the county, composed of Judge Henderson, T. E. Garrett, and F. V. Westlake; also W. H. Goodin, E. C.; Robert McCulloch, E. C.; Arle De Jong, E. C.; Thomas M. Wannall, P. G. M.; and John A. Sloan, E. C. Among the Masons were Missouri Lodge, No. 1; St. Louis Lodge, No. 20; Kirkwood Lodge, No. 484; Bonhomme Lodge, No. 45; Fenton Lodge, No. 28; Bridgton Lodge, No. 80; Lambskin Lodge, No. 460; Eureka Lodge; and Occidental Lodge, No. 163. The following officers were present: Thomas G. Reddy, G. M. of the State; Joseph B. Austin, G. M.; John W. Luke, D. G. M.; D. N. Burgoyne, S. G. W.; W. H. Stone, J. G. W.; William H. Mayo, G. S.; W. H. Fox, S. G. D.; D. O. Butterfield, J. G. D.; M. Eli, S. G. S.; G. W. Sellers, J. G. S.; John W. Davis, Bearer of Lights; John C. Bloomfield, G. M.; George Thorp, G. Treas.; Thomas H. Benton, P. G. M.; Frederic L. Billon, P. G. T. and S.

On arriving at the ground, Judge J. C. Edwards called the assemblage to order, and nominated Judge Hunton, who was chosen to preside.

Alfred Carr was elected secretary, and then Hon. John F. Darby presented to the secretary an old Bible, and asked that an inscription therein be read. It was read, as follows: "In 1830 two young men, George Cornwell and Richard Tunis, came to the State of

¹ St. Louis Republican, May 10 and 22, 1878.

Missouri as merchants from Philadelphia. When George Cornwell left home his mother gave him this morocco-bound Bible. He died in St. Louis in 1832, and before he died he gave this Bible to his friend, Richard Tunis, and he, in turn, gave it to John F. Darby, who has had it in his possession forty-six years this 9th day of May, 1878. John F. Darby deposited with his own hands this Bible in the place for the reception of mementoes in this corner-stone of the new court-house of St. Louis County."

It was ordered that the book be so deposited.

The ceremony of laying the corner-stone was then performed, after the ritual of the Masonic order, and a brief address, appropriate to the occasion, referring chiefly to Masonry, was delivered by Thomas G. Reddy, Grand Master, who presided at the ceremonies.



ST. LOUIS COUNTY COURT-HOUSE.

The contents of the box were as follows: 1. Deed of Ralph Clayton to the county for one hundred acres of land. 2. Deed of M. F. Hanley and wife to the county for four acres. 3. Report of the committee which selected the site for county-seat. 4. Order for election under said report. 5. Report of county clerk on said election. 6. Constitution of State Grange. 7. Communication from Grand Master of State Grange with reference to grangers in St. Louis County. 8. First and last copies of the *County Mail*. 9. List of directors and pupils of Clayton schools. 10. Constitution of State. 11. Scheme and charter. 12. Constitution of Grand Lodge of State of Missouri, A. F. and A. M. 13. Proceedings of Grand Lodge of State in 1877. 14.

Two ancient coins, presented by Ralph Clayton. 15. Copies of *Republican*, *Times*, and *Globe-Democrat*. 16. Holy Bible, presented by Mr. Darby. 17. Copy of *St. Louis Herald*. 18. New silver dollar, with name of Judge J. C. Edwards and wife engraved. 19. Photographs of Judge Edwards and Henry T. Mudd. 20. Contributions from Judge Conway, as follows: one Continental bill for thirty dollars, issued under act of Congress of January, 1799; one bill for a shilling, issued by New Jersey in 1776; one bill for a shilling, issued by Connecticut in 1776; one United States gold quarter of a dollar, a dime, a half-dime, three three-cent pieces and a copper, a lot of stamps. 21. Copy of Declaration of Independence. 22. Two-thirds of a dollar scrip of Aug. 14, 1776, presented by John P. Helfenstein. 23. Copy of *Journal of Agriculture*. 24. A silver quarter.

After the box was in place, John Studdert, contractor for the masonry, stepped forward and performed the mechanical part of the work.

Addresses were delivered by Judge Hunton, Mr. Eshbaugh, of the State Grange, Patrons of Husbandry, Lieutenant-Governor Brockmeyer, Col. N. Claiborne, R. H. Kern, Gen. Shields, R. Graham Frost, and Judge Edwards. Among those present were noted

Judge W. C. Jones, Judge Charles F. Cady, Lieutenant-Governor Brockmeyer, H. Clay Sexton, George Knapp, Waldo P. Johnson, John G. Kelly, John Knapp, Judge W. W. Edwards, Hon. John F. Darby, Judge James C. Edwards, L. R. Beach, Capt. Conway, John Belleville, James Doyle, Capt. Henry Burgess, Capt. Warren Fox, Capt. William Lee, Judge John F. Farrar, Judge H. L. Sutton, Joseph T. Tatum, Deputy-Marshals Lenori, Coff, Reinstaedtler, Blanchard, and Overbeck, J. R. Claiborne, N. C. Claiborne, Michael Fortin, Aldermen Henry, Barbee, Updike, Crawshaw, and Conrades, Councilmen Campbell and Rude, Dr. Wortman, L. Harrigan, Dr. P. S. Yost, Capt. Joseph A. Brown, A. P. Johnston, Henry Eshbaugh, Rev. Dr. Booth, M. A. Rosenblatt, T. B. Estep, J. M. Loring, S. H. Lafin, Andrew J. Clabby, William Pfister, Erastus Wells, Franklin Utz, Eugene Streble, Nicholas Bell, Col. Butler, Charles Costello, Joseph L. Hyatt, A. W. Mead, Judge Henderson, T. T. January, W. H. Russell, Ashton P. Johnson, William D. Clayton, John McMennamy, Samuel James, Louis Kessler, Dr. William Cousland, Alex. McElhany, Thomas Fitzwilliams, Joseph Maher, M. D. Lewis, Dr. O'Brien, Dr. Isaiah Forbes, Dr. Diggs, Willis Hord, Alfred Carr, Leon De Lisle, William N. Belt, H. B. Belt, Capt. I. M. Mason, Gen. Marmaduke, V.

T. Crawford, Charles L. Hunt, Judge Lanham, William Sutton, Charles Heussler, Robert W. Goode, Dr. A. C. Robinson, T. J. Sappington, John I. Martin, W. H. Swift, C. E. Wells, J. C. Marshall, John Finn, Max Gumpert, Judge Wielandy, William Kreiter, Judge Wolff, Judge Walton, William Drake, John W. Drake, John F. Ryan, Thomas J. Henly, R. Molencott, Fred. Huey, Thomas Cleary, Robert McIlvaine, Judge Studdt, M. W. Hogan, W. A. Brawner, Henri Chomeau, John A. Massey, Henry T. Mudd, J. P. Thomas, Lyman Thomas, James Hardy, Dr. Henderson, Emil Bessehl, F. D. Turner, D. D. Duncan, Col. Benjamin Emmons, William A. Alexander, William L. Yosti, Albert Matlack.

The court-house was first occupied Dec. 9, 1878. Its size is one hundred and six feet front centre, wings project ten feet, the side-fronts of the end wings are fifty-two feet, and the centre wing is seventy-three feet deep. It has two stories above the basement, which is nine feet in height; the first story has a height of fourteen feet six inches, and the second of seventeen feet six inches. From the ground to the top of the cornice is forty-five feet, and to the top of the dome is one hundred and twenty-five feet. In the basement are rooms for storage and three offices. The first floor is divided into offices and the Probate Court room, and the upper story includes the Circuit and County Court rooms, the offices of the prosecuting attorney and the circuit clerk, the judges' rooms, and the necessary jury-rooms. It is a brick structure, and is tastefully finished.

The jail, which stands near the court-house, is connected with it by a corridor ten feet wide and sixteen feet long. This is also a brick building, two stories in height, thirty-two by thirty-five feet in size. It has two corridors, and the cells are of iron. The cost of the two buildings was thirty-eight thousand dollars.

CIVIL LIST.—The officers of St. Louis County since its separation from the city have been:

PRESIDING JUDGES OF COUNTY COURT.—Henry L. Sutton, 1877-78; George W. Brouster, 1879-82; William A. Hequem-bourg, 1883-86.

ASSOCIATE JUDGES.—First District, James C. Edwards, 1877-78; Robert C. Scheneko, 1879-80; Fritz Kraut, 1881-84. Second District, Joseph Conway, 1877-78; Francis Rewwe, 1879-82; John A. Shore, 1883-84.

PROBATE JUDGES.—James A. Henderson, 1877-82; George W. Brouster, 1883-86.

PROSECUTING ATTORNEYS.—Joseph A. Brown, 1877-80; John R. Warfield, 1881-84.

SHERIFFS.—John A. Watson, 1877-80; Robert Scheneko, 1881-84.

COUNTY CLERKS.—William D. Clayton, 1877-78; E. L. Dosenbach, 1879-86.

CIRCUIT CLERKS.—John A. McMinamy, 1877-78; E. H. Ly-cett, 1879-82; Christian D. Wolff, 1883-86.

ASSESSORS.—William F. Pfister, 1877-80; Green Baxter, 1881-82; Francis Rewwe, 1883-84.

TREASURERS.—T. T. January, 1877-78; F. A. Heidorn, 1879-82 (died); James C. Edwards, 1882; George H. W. Heidorn, 1883-84.

RECORDERS.—William D. Clayton (*ex officio*), 1877-78; E. L. Dosenbach (*ex officio*), 1879, until July; William D. Clayton, 1879-80; Francis Ruchl, 1881-86.

SURVEYOR.—Henri Chomeau, 1877-84.

COMMISSIONERS OF ROADS AND BRIDGES.—John A. Massey, 1877-78; Robert C. Allen, part of 1879, county surveyor since.

SCHOOL COMMISSIONERS.—J. R. Evans, 1877-79; J. B. Breier, 1880-84.

The population of St. Louis County, according to the census of 1880, was 31,888. Of this number

there were: males, 16,988; females, 14,900; natives, 25,299; foreign-born, 6589; white, 28,008; colored, 3880.

A comparison of the sum of the population in the townships in 1860 with the population of the county in 1880 shows an increase in twenty years of more than fifty per cent.

WEST END NARROW-GAUGE RAILROAD.—In 1871, James C. Page and Hon. Erastus Wells conceived the project of building a railroad to their property, five and a half miles distant from the borders of the thickly inhabited part of St. Louis. Others were associated with them, and measures were initiated for the accomplishment of the work; but the charter was found to be defective, and the attempt failed. The project was renewed in 1872, but the panic of 1873 arrested proceedings, which were not again renewed till the summer of 1874. On the 9th of January, 1875, the road was advertised for sale under a deed of trust, and on the 23d of the same month it was reorganized under its present name, with the following directors: Erastus Wells, president; J. Lindenschmit, vice-president; W. J. Lewis, treasurer; J. C. Page, C. D. Blossom, D. K. Ferguson, and M. Collins. The work of construction was prosecuted, and on the 11th of June, 1875, the first train passed over the road to Kienlau Avenue, five miles; in October, 1876, it was open to Normandy, eight miles; and on the 1st of October, 1878, the first train ran to Florissant, sixteen miles.

In March, 1879, the road was sold under a deed of trust, and the Missouri Horse Railroad Company became its purchaser. In the same month it was again organized, under the same name, with a capital stock of two hundred thousand dollars and the following directors: Erastus Wells, president; J. R. Lionberger, vice-president; Rolla Wells, superintendent; W. D. Henry, secretary and treasurer; and James Clark.

The total cost of the road has been three hundred thousand dollars, of which less than fifty thousand dollars has been paid for right of way and depot grounds, while the donated way is worth more than five hundred thousand dollars. The road is not now incumbered with a mortgage. Hon. Erastus Wells and Dr. J. C. Page have been active workers in this road from the first.

LACLEDE AND CRÈVE CŒUR LAKE RAILROAD.—This company was incorporated Nov. 26, 1880, with a capital stock of two hundred and thirty thousand dollars. The construction of the road, the termini of which are indicated by its title, was commenced immediately after the incorporation of the company, and the first trains

passed over it July 4, 1881. Its total cost was two hundred and eighty thousand dollars. It was leased to and is operated by the Missouri Pacific Railroad Company. The principal business of the road is the conveyance of passengers to and from the pleasure resort at Crève Cœur Lake in summer, and the transportation of ice in winter directly from the lake, and in summer from the mammoth ice-houses that have been built on its shore. The directors of this road have been from the time of its incorporation Charles B. Shedd, H. H. Stephens, E. A. Shedd, J. S. Field, and A. B. Corey. E. A. Shedd is president; John S. Field, vice-president; Charles B. Shedd, secretary; and H. A. Stephens, general manager.

The company has expended twenty-five thousand dollars in improving and beautifying the grounds on the east or bluff side of Crève Cœur Lake, and the place is now one of the most attractive pleasure resorts in this region. Hotels and further improvements are contemplated, and when these are completed the citizens of St. Louis will enjoy privileges to which they have hitherto been strangers.

On the opposite side of the lake immense ice-houses have been built, and others are in process of construction, for the utilization during the warm season of the ice which forms on the surface of the lake in the winter. This enterprise is conducted by an organization known as the "Crève Cœur Lake Ice Company."

ST. LOUIS SEMINARY for young ladies was projected in 1871. Property possessing great natural beauty, valued at ten thousand dollars, was subsequently improved at an expenditure of eleven thousand dollars, and other improvements render its present value twenty-five thousand dollars. The site is a commanding eminence north of the city of St. Louis, three-fourths of a mile from city limits, on the Wabash, St. Louis and Pacific Railway, overlooking the city and the Mississippi River, and is only a few hundred yards from Woodland Station. The location, though so near the city, is remarkably quiet, there being no business houses near, and is surrounded by beautiful suburban homes.

The spacious, well-constructed building is surrounded by a shady lawn of eight acres, tastefully laid out with walks, bordered with flowers and ornamental shrubbery, all conspiring to render the place an attractive home. The large, well-ventilated rooms have all been arranged with a view to health and comfort.

The school is the property of B. T. Blewett, J.L.D., and is select in its character, receiving only a limited number of those desiring a high grade of scholarship. Though no sectarian influence is brought to

bear upon the pupils, their religious welfare and moral training are most studiously guarded, and every endeavor is made to render the school a Christian home. The limited number allows each pupil to be individualized and to receive that special attention requisite to her culture, affording a great advantage over schools in which large numbers are crowded together. The seminary, up to this period, has sent out only thirteen graduates. The grade of scholarship is designed to be thorough, affording the very best literary advantages. Vocal and instrumental music, painting in oil and water-colors, drawing, sketching, and whatever else may be needful in the thorough culture of a young woman, are most carefully attended to in this seminary.

There will soon be added to the accommodations, already inviting, spacious and airy school-rooms, with all the desired appliances. An important feature in this school is that the year opens in September and closes the middle of May, before the enervating heat of summer oppresses, and all the arrangements, as well as the eligibility of the location, contribute to the health and the general welfare of the pupils. The principal has a select library of fifteen hundred volumes, to which the young ladies have access, besides which they have the advantage of the libraries of the city, and the art galleries, museums, lectures, concerts, and other appliances for their culture.

Benjamin Turner Blewett was born in Warren County, Ky., Sept. 17, 1820, and was the eldest son of Edward Blewett, a Kentucky farmer. He early evinced a strong desire for the acquirement of a thorough education, and although his opportunities were few, and the circumstances by which he was surrounded discouraging, yet by the exercise of great energy and indomitable courage he succeeded in overcoming all obstacles and accomplishing his object. At the age of twelve years he spent a winter in teaching the younger members of his father's family, and in his fifteenth year taught some of the children in the neighborhood besides, the fees being allowed him by his father to pay his school expenses for the remaining months of the year. In this way he spent two years, when a larger school was offered him, which he accepted and taught successfully for two years more. He thus amassed a sufficient sum to attend an academy in Bowling Green, Ky., taught by Josiah Pillsberry, to whom he was largely indebted for that thoroughness in scholarship which has been the key to his success in life. He attended this academy one year, and then accepted the charge of a school, which he conducted successfully for a year. At this time an event occurred which changed his plans for life. While deliberating



Yours truly
B. J. Blewett

whether to read law or to complete his course of study he became convinced of the truth of religion. He now felt it his duty to fit himself for the ministry, and in his twentieth year he entered Georgetown College, Kentucky, which was then under the presidency of Howard Maleom, D.D., one of the most celebrated theologians and scholars of the day. At the close of his sophomore year his means were exhausted; but about this time there occurred a vacancy in the principalship of the academy connected with the college, to which he was appointed on the recommendation of the president and trustees. He discharged the duties of this responsible position satisfactorily for two years, and then re-entered college, and was graduated in 1846. He was at once reappointed principal of the academy, and brought it to a higher state of efficiency and prestige than it had ever attained before. In the mean time he superintended a large Sabbath-school, to which he devoted nearly every Saturday and Sunday, and often several evenings of the week.

Mr. Blewett married in July, 1848, Miss Aris Hedge, of Augusta, Me., and their union has proved an unusually pleasant and happy one. About this time he was solicited to take charge of the High School at Russellville, Ky., which was conducted under the auspices of an association of Baptists. As this opened to him a wider and more independent field of labor, he sent in his resignation to the trustees of Georgetown College, which was very reluctantly accepted, and in January, 1853, removed with his family to Russellville. He entered upon the discharge of his new duties under very discouraging circumstances. The school building was unfinished, having only just been roofed, and was open and surrounded by rubbish. The ten thousand dollars which had been secured for the enterprise having been expended, the structure as it stood was offered him by the trustees, on condition that he finish and furnish it. He was to retain the occupancy of it for five years free of rent, and to conduct it at his own expense for the education of young men. To attempt to do this was considered a rash and almost impossible undertaking, but Mr. Blewett, determined to succeed, at once engaged a contractor to finish the building within a year, at a cost of six thousand dollars, and gave his personal obligation for the money. He spent the year in superintending the structure and soliciting funds for the enterprise in a community which had not been educated to liberality, and which had been thoroughly canvassed before, but by persevering effort the building was finished and furnished at a cost of eight thousand dollars in one year. In January, 1854, the school was formally opened with twenty-five pupils, the fees for

the first term barely paying the assistant. Mr. Blewett had now been arduously at work for a year and a half without any remuneration. There was so little faith, even on the part of friends of the enterprise, in its ultimate success that many hesitated to give it their confidence. The school year opened in September with about fifty pupils, which number increased during the year, and at the beginning of the second year it opened with one hundred pupils.

During this year the school was converted into a college, chartered under the name of Bethel College, and Mr. Blewett became its president. The new responsibility, although attended with all the hardships, annoyances, and difficulties incident to enterprises of the kind, was unhesitatingly accepted by Mr. Blewett. The institution was deeply in debt, but Mr. Blewett succeeded in effecting its reorganization and in winning the public favor by means of earnest, patient, and unyielding effort. At this juncture the son of Chief Justice Ewing, of Kentucky, bequeathed to the institution \$10,000 in cash and real estate valued at \$20,000, on condition that in addition to his \$10,000 the trustees raised \$30,000. The president went into the field, leaving the management of the college largely to his efficient wife, to whose energy and culture he is greatly indebted for his success, and after eighteen months of patient labor secured the necessary \$30,000. In the mean time Chief Justice Ewing died, leaving the college \$3000 in cash and real estate valued at \$60,000.

At the breaking out of the war in 1861, President Blewett resigned, the college having disbanded, and was thus turned away by the events of the war from a work in which his best energies had been employed. During this period the institution had graduated several young men, who have since filled prominent positions in various professions and industries. The edifice had cost \$16,000 (paid for), and \$100,000 in endowments had been secured.

Mr. Blewett then went to Augusta, Ky., and took charge of Augusta College, which he conducted with success up to 1871, when he was invited to assume the management of the young ladies' seminary located at Jennings, an inviting suburb of St. Louis. The establishment of this school required energy and patient perseverance, but Mr. Blewett's experience gave him special fitness for the work. All the obstacles which confronted him at first have given way, and after twelve years of earnest labor his school is now a complete success.

In 1875, Mr. Blewett received the following letter, announcing that the honorary degree of LL.D. had been conferred upon him:

"RUSSELLVILLE, KY., June 10, 1875.

"PRESIDENT B. T. BLEWETT:

"*Sir*,—At the annual session of the board of trustees of Bethel College, by authority of its charter and the amendments thereto, the degree of LL.D. was by special order of the board conferred upon you.

"It affords me especial personal gratification, my dear sir, to make this communication. I trust it will refresh memories yet dear to us all.

"Very truly, etc.,

"RAND H. CALDWELL,

"*Secretary B. T. B. C.*

"Our commencement exercises were far the best since antebellum days, and augur well for our future."

Mr. Blewett has four children,—two sons and two daughters. One of his sons is a graduate of Colby University, Maine; the other of Washington University, St. Louis. Both are principals of prominent schools in St. Louis. His daughters are highly cultivated, and assist him in the seminary. Mr. Blewett is in the sixty-third year of his age, still vigorous, and as earnest in his labors as ever. He conducts a private select school of high grade, which is filled with the daughters of representative families, and derives a keen pleasure from devoting his best energies in the evening of his life to the education of young women.

In the vicinity of St. Louis will be found some of the handsomest suburban residences in the country. Among these one of the most noticeable is the country-seat of William L. Black, one of the leading business men of St. Louis.

TOWNSHIP OF CARONDELET.¹

Carondelet, which took its name from Baron Carondelet, is the southeastern township of St. Louis County. The township of Central and the city of St. Louis bound it on the north, St. Louis and the Mississippi River are east of it, the tortuous Meramec River, which separates it from Jefferson County, forms its southern and southwestern boundary, and a portion of Bonhomme township lies directly west from it. As originally constituted it embraced congressional townships 42, 43, and 44 north, ranges 6 and 7 east; but when the town of Carondelet was organized the northeast corner of the township was taken off, and when the city of Carondelet was absorbed by St. Louis the latter city extended its limits so far as to include a large portion of the township besides.

Gravois Creek drains the northern part of the township, and unites with Des Peres River in South St. Louis, and Mattis Creek, an affluent of Meramec River, is the principal stream in the southern part.

Prior to the commencement of the railroad era highway communication with St. Louis was a matter of the first importance to the farmers, millers, and others in the township, and the county authorities, recognizing this necessity, adopted measures for the establishment and improvement of avenues to and from the city. These roads were either gravelled or macadamized, forming what are ordinarily known as rock roads. Such are the Gravois road, which leads to Fenton and Hillsboro', the Lemay, Tesson, Telegraph, Watson, and Denny roads, and others.

The township has railway connection with St. Louis by the Missouri Pacific, which crosses the north-western corner; by the Carondelet and Kirkwood Branch of the same road, which passes through the northern part, and by the St. Louis and Iron Mountain Railroad, which runs along the shore of the Mississippi River.

The settlement of Carondelet township commenced when the country was under Spanish rule. Farms and stock pastures were developed, and grist-mills and saw-mills were established in various parts of the township. Many of the grinding-mills were propelled by horse-power, and a large portion of these were tread-mills.

Among the early settlers² were De Lor, Sappington, Mackay, the Fines, Musick, Long, Wells, St. John, Bowles, Parke, Barada, Guion, Le Brond, Tesson, soon followed by the McCormicks, Hunt, Dent, Cromwell, Smith, Pipkin, Sale, Grens, Berry, Richardson, Cowen, Eads, Lovejoy, and others.

John Sappington, Sr., erected a horse-mill for grinding grain, the first in the township. Z. Sappington, M. Tesson, and William L. Long each built grist-mills of two horse-power. Jonah and John Sappington, Jr., built a large and profitable tread-mill for grinding grain and sawing lumber. A large stone water-mill was built by G. Sarpy on the Des Peres River, at the Gravois road crossing. This mill was a great convenience to the farmers in the counties of St. Louis and Jefferson.

Capt. James Mackay, for a time in Territorial authority under Don Zenon Trudeau, purchased and settled on survey No. 3066, and opened a farm, on which he made many improvements. He resided on this farm till his death. He was a land surveyor. His son, Zenon Mackay, now resides on this farm, and owns a large portion of the tract which his father purchased.

Joseph Wells settled on the western part of survey No. 9 in 1806, and was a successful farmer and stock-

¹ With acknowledgments to John F. Long and Thomas J. Sappington for valuable assistance.

² Pioneer history furnished by J. F. Long.



“MAPLE GROVE.”
RESIDENCE OF WILLIAM L. BLACK,
HALLS FERRY ROAD, NEAR BADEN, ST. LOUIS, MO.

raiser. His life was long and useful, and he left many descendants worthy of his good name.

John Long and family came from Bonhomme to the central part of the same survey in 1807. He entered adjoining lands, and was a successful farmer to the time of his death in 1826.

Philip Fine, Sr., located on survey No. 50, near the mouth of Meramec River. He established Lovering's Ferry, so called after his son-in-law, Lawson Lovering.

David Fine opened a farm on his grant, No. 1988. He and his wife, with Eli Musick and wife and Judge Joseph Sale, organized the first Baptist Church in the township, now known as Concord Church.

G. St. John resided many years and died on survey No. 3065, on the Meramec River. After his death his son-in-law, Dr. Butler, lived on the place and practiced his profession with success.

In 1818, Commodore Theodore Hunt purchased of William S. Long the eastern portion of survey No. 9. He resided on and improved this during about three years, then sold it to Col. Frederick Dent, the father of Mrs. Gen. Grant. Mr. Dent remained on this farm, making valuable additions and improvements, till 1865, when he removed to Washington City, where he died at the advanced age of eighty-seven years. His remains were brought to St. Louis by Gen. Grant, and buried, with those of his wife, in Bellefontaine cemetery. Col. Dent was an active promoter of the public schools in the county, and to his efforts the people are largely indebted for the efficiency of the public schools. He was at one time treasurer. His youngest son, Judge Lewis Dent, erected a neat and costly residence on a high commanding swell of the same tract, and named it "Wish-ton-wish." It was accidentally burned in 1871.

Jonah Parke, a pioneer from Madison County, Ky., in 1804, settled, in 1807 or 1808, on survey No. 2995, and there passed a long and happy life, loved and honored by all who knew him. At his death his two youngest sons, Charles and Samuel, sub-divided the tract, a large portion of which is owned by Judge Shore, of the St. Louis County Court.

Col. Philip Pipkin, a colonel under Gen. Jackson in the Creek and Seminole wars, came from Tennessee in 1830, and in 1836 purchased a part of the David Fine survey, No. 1988, erected a comfortable dwelling and other buildings, and opened a profitable farm. He was highly honored and respected for his gallantry as a soldier and his integrity as a citizen. He died in 1841, lamented by a large circle of acquaintances and friends.

Anderson Bowles came from Virginia at an early

day, and located near the present site of Kirkwood. His amiable wife was one of the first members of the Methodist Church, and was widely known as "Mother Bowles."

These pioneers have passed away, but those of their descendants who remember them recall with pride the sterling virtues which adorned their characters, their high moral worth, their stern integrity, and their active benevolence.

The population of the township was, in 1850, 2354; 1860, 7831; 1870, 5387; 1880, 5691.

Concord Farmers' Club.—This association was first organized on the 5th day of April, 1873, at the residence of Mr. Adam Schuetz, on the Tesson Ferry road, by the farmers in the immediate vicinity. Sept. 21, 1874, a certificate of incorporation was issued to C. D. Wolf, J. Henry Zeleh, Henry Creclieus, C. J. Tautphoeues, George Schaedler, Otto Theiss, Henry Horst, Christopher Heim, and others. During the same year a building site of about two acres was purchased on the Concord School road, one-fourth of a mile west of the Tesson Ferry road, and one and one-half miles south of the Gravois Rock road and town of Sappington (it being a part of what is known as the Saugrain tract), on which the present "Farmers' Club Hall" was erected at a cost of two thousand two hundred dollars, to which improvements to the amount of several hundred dollars have been added since. The building is a frame structure, two stories in height, seventy-five by thirty-five feet, size of main hall forty-five by thirty-five feet, the whole building consisting of nine separate apartments.

The object of the club is the improvement of its members in everything pertaining to agriculture, horticulture, and domestic economy. No sectarian or political discussions are permitted to be introduced in the club. Only practical farmers and horticulturists of good moral character are eligible for active membership, but persons engaged in other pursuits may become honorary members. The present number of active members is one hundred and three, number of honorary members thirteen, making the total membership one hundred and sixteen. The club has a library of over five hundred volumes, with an additional yearly appropriation of one hundred dollars for books. The regular meetings of the club are held on the first Saturday of each month from April to September, inclusive, at eight o'clock P.M., and on the first and third Saturdays of each month from October to March, inclusive, at seven o'clock P.M. Its officers are elected at the first meeting in January of each year, and it is officered at present as follows: President, Thomas J. Sappington; Vice-Presidents, Henry

Creclieus and George Schaedler; Recording Secretary, William H. Sappington; Corresponding Secretary, Jacob Schaedler; Secretary of Finance, Lewis Creclieus; Treasurer, C. J. Tautphoeus; Librarian, O. Heim; Assistant Librarian, William Nebe; and an executive committee consisting of five members.

The Farmers' Mutual Fire Insurance Company of St. Louis County, Mo., was organized by members of the Concord Farmers' Club, and a few other farmers in the neighborhood, in the months of February and March, 1875, and duly incorporated on the 1st of April, in the same year, under an act of the General Assembly of the State of Missouri, entitled "An Act providing for the incorporation and management of local insurance companies," approved March 27, 1874. The following-named gentlemen were elected the first board of directors: Thomas J. Sappington, C. D. Wolff, William A. Weinrich, John P. Litzinger, John H. Horst, Charles Mehl, Martin Rott, and Henry Creclieus. At a meeting held by the said board of directors, April 3, 1875, Thomas J. Sappington was elected president, C. D. Wolff secretary, J. Henry Zelch vice-president, and Martin Rott treasurer. The first policies were issued on the 12th day of June, 1875, and since that time the business of the company has been steadily increasing. They have at risk nearly half a million of dollars, extending all over the county of St. Louis, and they hold premium notes amounting to over one hundred thousand dollars, besides the sum of four thousand dollars cash, and no liabilities. There are now one thousand policies in force. The success of this company is chiefly due to the good management of the board of directors and the efficiency of the president, Thomas J. Sappington. The present board is composed of twelve directors,—Thomas J. Sappington, C. D. Wolff, John Heintz, Frederick W. Sternes, Henry Creclieus, John P. Litzinger, George Greb, James A. Eddie, J. Henry Zelch, Martin Rott, Perry Sappington, and Julius Nolte.

The officers are Thomas J. Sappington, president; J. Henry Zelch, vice-president; C. D. Wolff, secretary; and Henry Creclieus, treasurer.

German Evangelical St. Paul's Church.—In 1838 this society was organized, one mile west from Oakville, on the Baumgartner road. In 1845 the present church building was erected. It is a log structure, thirty by forty feet in size, and the congregation worshiped in it as it was originally built during many years. In 1840 it was weather-boarded outside, renovated and ceiled within, and a gallery was added, making the seating capacity three hundred, and it has now the appearance of a framed structure. It stands

in a cemetery, which was established at the time the church was erected. It is furnished with a pipe-organ, the cost of which was four hundred and twenty dollars. The present number of constitutional members of the congregation is sixty-two. The pastors of this church have been Revs. E. L. Nollau, 1838; G. W. Wall, 1846; Gotthilf Weitbrecht, 1852; J. M. Kopf, 1853; — Jung, 1858; William Fromm, 1860; John Will, 1864; Heinrich Schmitz, 1867; — Schmidt, 1878; and the present pastor, C. V. Wargowski, 1881.

A parochial school, taught in the German language, has been maintained from the first. It is kept in the basement of the parsonage. The church has no debt.

Church of the Assumption of the Blessed Virgin.—This is located near Mattis Creek, where as early as 1842 mass was celebrated by Rev. Father Fischer, of St. Louis. In that year seven acres of land on the Mattis road, one mile from the Lemay Ferry road, were purchased, and a log church was built. The congregation at that time consisted of seven families, and was supplied by Father Fischer, from St. Mary's Church, St. Louis, during two years. In February, 1844, Rev. Joseph Melcher became resident pastor, and in that year a log parsonage was built. This was afterward used as a school-house, then as a teachers' residence, then as a stable, and in 1879 it was burned. Father Melcher was succeeded in 1846 by Rev. Father Zeller, who was followed in 1847 by Rev. Simon Sigrist. In 1849, Rev. Joseph Blaarer came, and was succeeded in the same year by Rev. Remegius Gebhart, who died in 1852, and was followed in 1853 by Rev. John Reis. In 1858, Rev. Matthias Leutner became pastor, and in 1859, Rev. Henry Broekhagen came. He remained till 1871, and was succeeded by Rev. Henry Plebs, who remained two years. In 1873, Rev. Peter Bremerich took charge, and in 1875 he was followed by Rev. William Sonnenschein, who left in 1878, and was succeeded by the present pastor, Rev. Joseph Pope.

The original log church was used till 1848, when the present brick church was built, and the log house became a school-house, for which it is still used. The present church has a seating capacity of two hundred.

In 1871 a brick parsonage near the church was built at an expense of sixteen hundred dollars, and in 1874 a teacher's residence, also of brick, was erected at a cost of five hundred dollars.

From the first a parochial school has been maintained by this congregation, and it is now under the charge of the Franciscan Sisters. In this school instruction is given in both the German and English languages. The parish has no debt.

German Evangelical St. John's Church.—This is located on the Concord School road, one mile northeast from Mehlville. It was organized Jan. 29, 1849, with fifteen members. The first church edifice was a log building, and was erected the same year the society was organized. The parsonage, also a log house, was built the same year. A log school-house was erected in 1865. All these buildings were afterwards weather-boarded and painted.

In 1868 a new church was erected on the site of the old one. It is a brick structure, with a seating capacity of four hundred, and its cost was \$10,000. A new bell was placed in the tower in 1883, at a cost of \$300. A pipe-organ was purchased in 1881 at a cost of \$550.

The parsonage is used as a teacher's residence, and the same old school-house is still in use. A parochial school has been kept here, first in the church, then in the parsonage, and since 1865 in the school-house. The present pastor, Rev. John Will, was the teacher during fourteen years. A teacher is now employed in this school, in which the instruction is given in the German language. It has an average of fifty pupils.

The membership of the church is one hundred heads of families. The pastors have been Revs. G. W. Wall, 1849; E. L. Nollau, 1850; William Rampmeier, 1853; Frederick Judt, 1856; I. G. Stanejer, 1860; and the present pastor, John Will, 1863.

German Evangelical St. Lucas Church.—This society was organized in 1880, with eighteen constituent members. They first worshiped in the Rock school-house near Sappington, but in 1881 their present church edifice was built. It is a frame house, thirty by forty-five feet in size, and its cost was three thousand five hundred dollars.

The first pastor was Rev. Joseph A. Steinhardt, followed in 1882 by the present pastor, Rev. S. Kruse.

A parochial school, in which instruction is given in the German language, is taught in a part of the church. The attendance at this school is an average of twenty-five.

Church of Jesus Christ.—In August, 1881, Rev. Charles H. Ganthier organized a Sunday-school in the McKenzie school-house near Afton post-office. This school was conducted by him during a year, when successful efforts to erect a church and organize a parish were made by Mr. Ganthier and several members of the Episcopal Church in that vicinity. In August, 1882, a church building was commenced, and in the latter part of the next month services were first held in it. It is a wooden structure of the Gothic order of architecture, twenty by thirty feet in size, and its cost was twelve hundred dollars. Mr. Ganthier has

been the rector from the first, and his labors here have been crowned with great success. The parish has no debt.

Convent of the Sisters of St. Joseph at Nazareth.—This convent, a branch of the convent at Carondelet, was established on the Kinger road, two and a half miles southwesterly from Jefferson Barracks, in 1872. It was designed as a home for the aged and infirm sisters of the order, and for this purpose it has been used. The establishment comprises a farm of eighty acres, on which the convent was erected in the year before named. It is of brick, three stories in height, and it forms three sides of a courtyard. It is fitted up with special reference to the comfort of those who have become infirm from age or any other cause. It has a capacity for thirty patients, and an average of fifteen is the attendance. Mother St. John was the Superior of this house till 1879, when the present Superior, Mother De Chantan, took charge.

Glendale School for Boys was opened Nov. 1, 1882, at Glendale, on the Missouri Pacific Railroad, eleven miles west from St. Louis, by E. A. Haight, A.M. He purchased, for the purposes of his school, a large mansion with fourteen acres of ground, known as the Col. Leighton property. The school opened with two scholars, and from this small beginning it steadily increased till, at the beginning of 1883, it numbered twenty-two. It is particularly designed as a boarding-school for boys, for which its pleasant and healthful location and its easy communication with the city of St. Louis admirably fit it.

Mount Sinai Cemetery.—In 1849 the B'nai El congregation purchased an acre of ground on the Gravois road, just beyond the present city limits, and there interments were made till 1868. In that year the Mount Sinai Cemetery Association was incorporated under the general law, and an addition to this of six and a half acres was purchased and laid out. Three years later, or in 1872, a brick building was erected there for a chapel and sexton's residence. This is a tasteful building, and the chapel is elegantly finished, frescoed, and ornamented. In this chapel the funeral services of those interred in the cemetery are held. Splendid monuments are scattered through the cemetery, which is well kept and cared for. By the regulations of the association all members of the congregations B'nai El and Shaare Emeth and their families are entitled to free burial in this cemetery, as are also the poor. The cost of the cemetery with its improvements has amounted to eighteen thousand dollars. The first president of the association was D. Singer, followed, in 1870, by L. R. Straus,

and he, in 1872, by the present incumbent of the office, Louis J. Singer.

Public Schools.—The inhabitants of the township of Carondelet have not been unmindful of the importance of education as a means for developing and moulding the characters of their children. In many parts of the township may still be seen the primitive log school-house, which sprang into existence as soon as there were a sufficient number of children in a neighborhood to constitute a school. These unpretentious temples of science were reared long before the public school system was established, and when this system was provided they were utilized under it as district school-houses. As time has gone on and better educational facilities have come to be necessary, larger and more tasteful buildings have been erected, and now the traveler through the township sees in different localities houses that, in capacity, convenience, and elegance, will compare favorably with those of any region in the country.

In accordance with the customs in their native lands, many of the foreign immigrants have maintained parochial schools for the education of their children in their own cherished faith, but these have not been permitted to supersede the public schools.

St. Louis Quarantine Hospital.¹—In 1854 the city of St. Louis purchased from Augustus Langkopt fifty-eight acres of land on the western shore of the Mississippi River, a mile and a quarter south from Jefferson Barracks, and twelve miles from St. Louis. On this ground stood an inn, which is now used as the residence of the superintendent of the quarantine.

Buildings were erected for hospital purposes near the river. They were one-story wooden buildings, and were at first used for general hospital purposes. On the occurrence of the yellow fever in 1878 these were used for the reception and treatment of yellow fever patients, and upward of one hundred cases were received and treated here. A recurrence of the disease was expected the next year, and it was determined to erect buildings farther from the river and on more elevated ground, for the reception of patients. These buildings were therefore burned early in the summer of 1879, and six new pavilions were erected about three hundred yards west from the river, on ground sixty feet higher than that on which the ones burned stood. These pavilions or wards are each twenty-five by fifty feet, and have excellent facilities for ventilation. They are supplied with water from a reservoir that was built that year, and

which has a capacity of one hundred and sixty thousand gallons. Into this reservoir water is pumped from the river, and from it distributed to all parts of the grounds where water is needed. On the river-bank stands a bath-room, to which patients are conveyed from boats, stripped of their infected clothing, and after a warm or cold bath, as their condition requires, they are wrapped in clean new clothing and conveyed to the wards. A short distance from this is a fumigating-house, where various disinfectants and appliances for fumigating boats, trunks, bedding, and clothing are kept. About two hundred yards up the river from this is the place where the infected bedding and clothing of patients is taken to be burned. About three hundred yards west from the wards spoken of, on still higher ground, stand two small-pox wards that had been previously erected. These have a capacity for fifty patients each, and they are at all times kept in readiness for the reception of cases as they may occur. In addition to these the necessary buildings for the use of the superintendent, physicians, employés, nurses, etc., have been erected, and the establishment is considered complete in all its parts. It is used as a quarantine whenever it is necessary to enforce quarantine regulations, and at all other times as a hospital for the treatment of patients affected with infectious diseases.

A few years prior to the yellow fever epidemic a general desire was felt to dispense with the quarantine, because of its expensiveness and the belief that it was unnecessary. Better counsels prevailed, however, and the experience of that year fully demonstrated the utility of the establishment and silenced the clamor for its abolition. The necessity for its maintenance at all times was shown by the experience of 1882, during which year five hundred cases of smallpox were treated in its wards.

It is worthy of remark that the National Board of Health visited this quarantine station in 1881, and pronounced it the best in the Mississippi valley, and second to none in the United States.

The superintendents of the establishment have been Dr. R. S. Anderson, Dr. H. C. Davis, who died of yellow fever here in 1878, and since that time the present superintendent, Daniel O'Madigan.

TOWNSHIP OF ST. FERDINAND.

St. Ferdinand is the northeastern township of St. Louis County. It, as well as the church at Florissant, was named in honor of one of the kings of Spain, to which country the territory belonged during many years after its settlement. Its boundaries are the Missouri River on the north and west, Mississippi

¹ Information furnished by Daniel O'Madigan, present superintendent.

River and the city of St. Louis on the east, Central township and St. Louis city on the south, and a small portion of Bonhomme township on the west. It is drained by Cold Water, or St. Ferdinand Creek, which rises near its southern boundary and pursues a serpentine course northeasterly, to discharge its waters into the Missouri River, and by Maline Creek, which also rises near the south line of the township, and passes eastward, then southward, and empties into the Mississippi. Fee-Fee Creek crosses a small portion of the southwestern corner of the township.

The surface is rolling and the soil fertile. Agriculture is the principal industry of the township, and Indian corn and wheat are the staple crops.

The principal roads which traverse the township and converge toward the city of St. Louis are the Bellefontaine road, which leads to Spanish Pond, a little lake lying north from St. Louis, and the Hall's Ferry road, which leads across the township in a northwesterly direction, and touches the Missouri River below Mullanphy Island. The latter was once a plank-road, but, as in case of other roads of that kind, its planks have been worn out or removed and replaced by other materials. The old Hall's Ferry road diverges from this toward the east at a point a few miles from the city, and pursues a tortuous course toward the same point on the Missouri. The Natural Bridge road extends in a nearly direct line from St. Louis to Bridgeton, and thence to its junction with the St. Charles Rock road. A branch also extends northward from Normandy to Florissant. These roads were constructed as plank-roads by a company about 1850, but after a few years they became county roads, and, as in other cases, the planks were removed. The St. Charles Rock road crosses the southwestern portion of the township in a northwesterly direction, and terminates on the Missouri River at Brotherton, opposite St. Charles.

The St. Louis, Kansas City and Northern Railroad crosses the township between St. Louis and St. Charles. College View Hill, Ferguson, Ashland, Graham, Bridgeton, Bonfils, and Brotherton Stations on this road are in this township.

The West End Narrow-Gauge Railroad has its northern terminus at Florissant, and gives that city direct communication with St. Louis. This road has stations in this township at Carsonville, Scudder, Graham's, Taylor Road, and Florissant.

St. Ferdinand was first settled by French immigrants, and although soon after its settlement the entire French possessions west of the Mississippi came under the dominion of Spain, it continued to be essentially a French settlement. By an examina-

tion of the baptismal register of the Church of St. Ferdinand, the family names of most of the original or early settlers may be found, and of these a large portion are still represented in the township, either in the paternal or maternal line. Among them are the names of Lefevre, Rivière, De Hetre, Primault, Marechal, Mercier, Lachasse, Dubreuil, Rapun, Menard, De Lisle, Martin, Dejarlais, Carico, Billiot, Peltier, Tesson, Hubert, Montreuil, Moreau, Crilis, Aubuchon, Ouvrey, St. Germain, Brant, Tourville, Bennet, Payant, La Bonne, Alair, Wedington, Barada, Thibaut, Courtois, Gendrom, Bourk, St. Cin, Beaudoin, Presse, Musick, James, Burk, Chovin, Brazeau, Chaput, Derosier, Lorain, Miles, Pera, Smith, Robidou Vasquez, Fortin, Gailloux, Tayon, Latoure, Weaver, Clement, Sanguinette, Chouteau, Walton, Brisette, Pilaire, Dénoyer, Dolson, Read, Castello, St. Cyr, Mullanphy, Chambers, La Violette, Hodromont, L'Esperance, Beaufls, Laramie, Bellville, Vacha, Mulhall, Stevenson, Geno, Goss, Graham, Dillon, Taylor, Rapreux, Hyatt, Clark, Stergers, Higgins, Fremont, Hanly, McMenemy, Grace, Harnett. Other pioneers were Magill, Brown, Archambault, Richardson, Long, Hubbard, Hume, Bates, Harris, Stuart, Jamison, Hodges, Seely, Patterson, Sullivan, Utz, Howdeshell, Carter, Evans, Putnam, Reardon, Todd, Fugate, Quick, Whiteside, Hall, Walker, Yosti, and Worthington.

The father of Judge Hyatt was an early settler in St. Ferdinand, and both father and son have been prominent, active, and useful citizens. James Richardson and Thomas Musick, if not the first, were very early settlers in the southern part of the township. The first came from Virginia, and he was instrumental in bringing here many American settlers, whom he aided in many ways. He was a saddler, and it is said that he once presented to the Spanish alcalde a side-saddle for his wife, for which the alcalde in return presented him a grant of a thousand arpens of land, of which Patterson's Settlement is a part. He came to be a very large landholder.

The early inhabitants of this township, and even those living here at a comparatively recent period, had primitive habits and customs. Their wants were few and easily supplied; the fruitful soil of the region enabled them to raise the necessaries of life easily, and the mild climate did not necessitate those preparations for winter that are required in more northern latitudes. St. Louis afforded a market for the wood or little surplus produce which they wished to exchange for the few luxuries in which they indulged, and they pursued the even tenor of their way, undisturbed by the bickerings and jealousies which creep into mod-

ern society, or by the vanities which fashion engenders. Each rejoiced in the prosperity of his neighbor, or sympathized with him in his adversity. They were contented and happy, and in their dealings with each other they were honest to an extent hardly known in modern times. It is said that the first immigrant who placed a lock on his smoke-house excited a high degree of indignation among the inhabitants by that act. They looked on the lock as a standing insult, equivalent to a direct accusation of dishonesty, and were disposed to remove it from their sight by summary process. The population of the township was in 1860, 4289; 1870, 7214; 1880, 7923.

Fort Bellefontaine, or Old "Fort St. Charles, the Prince."—Fort Bellefontaine was established at the mouth of Cold Water Creek, or St. Ferdinand River, in 1806, by Gen. Wilkinson, then Governor of the newly-acquired Territory of Louisiana. It was during many years the frontier military post, and it was from this point that Lewis and Clark left the borders of civilization on their celebrated tour of exploration. It was occupied by the United States till the establishment of Jefferson Barracks, in 1827, when the troops stationed there were removed to the latter post. The works have gone to decay, and the exact location of the fort is not now discernible.

The following memoranda, gleaned from different sources, give a history of the earlier and later transfers of the land on which stood this fort:

"Governor Zenon Trudeau granted to one Hezekiah Lard (or Lord) a concession of one thousand arpens (850.77 acres) of land on the Missouri River, in the north part of this county, through which runs the Cold Water Creek, dated Sept. 10, 1797. H. Lard built a house, etc., a saw- and grist-mill, and made a farm of the land, and died on it late in 1799. At the request of the widow, an inventory of the estate was taken by James Mackay, commandant of St. Andrew's, by order of the Governor, Nov. 9, 1799, as follows: One thousand arpens of land, seven hundred dollars, with house and farm, saw- and grist-mill and apparatus, five hundred dollars; personal, eight hundred and seventy-three dollars,—two thousand and seventy-three dollars.

"The widow, whose maiden name was Catherine Sullivan Purcell, subsequently married one Morris James, and John Lard, brother of the deceased, having an interest in the mill and farm, the parties petitioned the Governor for a settlement of the estate. With his consent the widow appointed Wm. Musick and John Patterson to act for her, and John Lard appointed Richard Chitwood and John Allen on his part. The Governor named James Richardson umpire, April 2, 1803.

"These parties met at the place on April 23, 1803, in presence of Joseph Hortiz, notary, to superintend and record, and Samuel Solomon to interpret, sent up by the Governor for that purpose. They decided that the farm and land belonged to the estate of Hezekiah Lard, deceased, and that John Lard was entitled to two hundred and fifty-nine dollars. John Lard, when he lived with his brother on the farm, sold a horse for eighty dollars and a bull for thirty-five dollars, which they leave to the Governor to

decide whether he shall repay it; and sixteen hundred feet of boards sold by John Lard he must pay for to the estate. Signed by all the parties, John Lard, Morris James, C. Sullivan Purcell James, John Allen, Wm. Musick, Richard Chitwood, John Patterson, James Richardson, Joseph Hortiz, notary. Costs of arbitration: Hortiz, \$5.50; Governor, \$2; deed, \$4; total, \$11.50."

"The sale of the property of the estate took place on the 10th and 24th of the month.

Six hundred arpens of land at the point, house, farm, saw- and grist-mill, etc., to William Massey, for....	\$1650
Two hundred arpens to Mrs. Morris James, for.....	250
Two hundred arpens to Vincent Carrico, for.....	290

Total..... \$2190

Hortiz's Bill of Sale.

Three days of judge, \$5.50.....	\$16.50
Four days of horse-hire, \$1.50.....	6.00
Decree and signature.....	2.00
Three signatures, in hills, 50 cents.....	1.50
Seven leaves of writing, 25 cents.....	1.75
Heading and footing.....	1.00
Decree and sign to appraisers.....	2.00
For the petition.....	2.00
Four days in country, \$4.....	16.00
Three witnesses, each three days.....	16.50

\$71.25

For a copy..... 4.50

Total \$75.75

"The auctioneer to be paid by the estate. April 26, 1803.

"JOSEPH HORTIZ.

"1. William Massey to the United States, April 20, 1806, for two hundred and fifty dollars, paid by Gen. James Wilkinson, United States army, five acres of this land, with the factory and buildings, called Bellefontaine, and the use for five years of the ground now used for the cantonment, with the buildings, gardens, woodland, etc., part of Lard's survey of one thousand arpens.

"2. William Massey to Gen. James Wilkinson, July 29, 1806, for two thousand five hundred dollars, about five hundred arpens of land, called Bellefontaine, except the five acres sold to the United States, and which lies within the said tract.

"There is a deed of William Tharp to Gen. James Wilkinson, April 21, 1806, for the above five hundred arpens for the same consideration, two thousand five hundred dollars, Book A, 269, but as Tharp had no title to the land it must have been for Massey while absent.

"3. State of South Carolina, James Wilkinson, general United States army, to the United States, March, 1809, for two thousand five hundred dollars, the Bellefontaine tract, commencing at the mouth of Coldwater Creek; up said creek, east side, to the back line of Lard's grant; thence east on said line to line of Morris James; thence north on said line to the Missouri; thence with the meanders of said river to the beginning, less the five acres bought by the United States from William Massey, about five hundred French acres, with the appurtenances thereon.

"4. United States, by Gen. Cass, Secretary of War, to James Samuel, Dunham Spalding, H. N. Davis, and E. T. Langham, at Washington, Sept. 29, 1836, for \$1880.10, the above tract, etc., now called 219.47 acres. They laid out the town of Bellefontaine in 1836."

City of St. Ferdinand.—This city, the corporate name of which is as above, is spoken of in some early histories as "Fleurissant," but now bears the common designation of "Florissant." It was settled at

about the same time that the first adventurers located at St. Louis, and was at first an Indian trading-post and a Jesuit mission. Father Meurin, S.J., is believed to have been the earliest missionary who labored among the natives at this point.

But little of the history of the station during the first thirty years of its existence is known. In 1793 it had acquired sufficient importance to be placed under the especial care of the government, as the following translation of a decree issued by the Governor of the province will show :

"The Baron of Carondelet, Knight of the Order of St. John, Colonel of the Royal Armies, Governor, Intendant-General, Vice-Patron of the Provinces of Louisiana, Western Florida, and Inspector of their Troops, etc.

"Inasmuch as His Majesty, whom God preserve, by his royal edict of the 17th of August of 1772, has been pleased to concede to this government the authority to grant titles to special lieutenants of this province, and there having been formed in the district of Ylinoa a new settlement by the name of St. Fernando, and it being necessary to provide for the civil and military government of the same, because of good conduct, distinguished zeal, exactitude, probity, and disinterestedness, which are requisite to insure confidence in the administration of public affairs, and these special qualifications being united in Mr. Blanchete, therefore, exercising the authority in me vested by the said royal decree, I declare and nominate for special lieutenant, with the rank of captain of militia of the said settlement of St. Fernando, its boundaries and jurisdiction, the said Mr. Blanchete, immediately subordinate, however, to the captain commandant of the establishment of Ylinoa, whom I command to have him recognized as such, and to the neighbors, sojourners, and inhabitants of the said post that they respect and obey him as such civil and military commander in all matters within the scope of his authority, awarding and causing to be awarded to him the honors and deference to which he is entitled by reason of his office.

"These presents given, signed with my hand, sealed with the seal of my arms, and countersigned by the underwritten secretary of His Majesty for this government and intendancy.

"At New Orleans, the 30th of January, of one thousand seven hundred and ninety-three.

[Eagle and lion seal.] "EL BARON DE CARONDELET,
ANDRES LOPEZ ARMESTO,
"W. P."

In 1829 the place was first incorporated as a town, but after a few years the charter was allowed to lapse by neglect of the people to select officers. In 1843 it was again incorporated, and its existence as a town continued till 1857, when it was chartered as a city by an act of the Legislature.

After its settlement the Spanish government, in accordance with its custom, granted to the inhabitants of the village five thousand arpens (or four thousand two hundred and fifty acres) of common lands, which have since been known as the St. Ferdinand commons. These were for fuel and pasturage, and they were used as common lands till the time of the second incorporation of the town, when they were leased to

the inhabitants for long periods of time (usually one thousand years), in forty-acre lots, at a nominal rent.

What was known as the common fields was composed of parcels granted by the Spanish government to settlers in the town. These were each one arpent, or about sixty-four yards in width, and extended "from river to river," or from Cold Water Creek to the Missouri River.

By reason of their characteristic sociability, and for mutual protection against the Indians, the first settlers had their dwellings in the town, and their farms were in this long, narrow shape, so that as they went to and returned from their daily labors they were together, and were thus able the better to defend themselves in case of sudden attacks. The titles to the commons and the common fields, which were thus acquired under Spanish rule, were confirmed by an act of Congress in 1812, and the people, or their legal representatives, who had thus acquired lands in these common fields (so called because of the way of inclosing and working them) received deeds or certificates of confirmation by complying with certain prescribed formalities and making the necessary proofs of occupancy, etc. These long, narrow tracts have mostly disappeared, or assumed forms more in accordance with modern customs.

The precautions which the pioneer settlers adopted for protection against the savages were not unnecessary, as their subsequent experience proved. Among the Creole population at Florissant there are numerous traditions of murders by Indian marauders, either singly or in small bands, and without doubt these traditions have truthful foundations, though they may have become much distorted in their details by oral transmission.

The difficulties and embarrassments, present and prospective, arising out of the renting of the St. Ferdinand commons led the people, in 1856-57, to seek a remedy for the evil, and this was finally found in an act of the Assembly incorporating the town as a city. The act was approved Feb. 11, 1857, and contained along with the usual provisions of city charters one authorizing the legislative department of the city "to provide for the inclosing and improving, settling and conveying of all property, real and personal, belonging to said city, and especially for the sale and conveyance of all the lands embraced within the United States survey No. 1202." This survey was made under the act of confirmation passed by Congress in 1812. Under this provision of the charter about six-sevenths of these commons have been sold.

Owing to the loss of the records, the officers

under the first incorporation, which continued from 1829 till 1832, and of the second, which was in force from 1843 till 1857, cannot be given. Under the city charter the mayors have been as follows: Gregoire Aubuchon, 1857; Michael Powers, 1858; Golvin Musick, 1860; Joseph C. Vrand, 1861; Julian Bates, 1862; Leonard Adams, 1863; William J. A. Smith, 1864; and the present mayor, Charles Castello, 1865.

Charles Castello is of remote Spanish descent, though his grandfather came to this country from Ireland. He was born at Mineral Point, Wis., May 22, 1839, but his parents removed to Florissant, Mo., when he was an infant. He received a common school education and was reared as a farmer. At the age of twenty he went to Colorado, where he was engaged during a year and a half in mining. He then returned to Florissant and became a clerk in a store, where he remained during several years. He afterwards became an operator in real estate, and thus acquired a handsome competency. He continues to deal in real estate, and is also a conveyancer and notary.

In 1865 he was elected mayor of the city of St. Ferdinand, and has been re-elected to that office at every subsequent municipal election. He has also been during many years an efficient member of the school board. He now holds the office of public administrator in St. Louis County. He has always been a Democrat, politically, though during the war of 1861-65 he was a firm supporter of the Union. In his religious faith he is a Catholic.

In 1868, Mr. Castello was married to Miss Dora Menke, of Florissant, and they have had four children, two of whom are living.

As an evidence of the place which Mr. Castello holds in the esteem of his fellow-citizens, it is only necessary to point to his long term of service as chief magistrate of the city of St. Ferdinand.

Of the members of the Council of St. Ferdinand three are chosen each year, and in view of the fact that the office is altogether unprofitable, the incumbents have been many. For like reasons the office of clerk and register has been filled by many, often by several in the same year. The treasurers have been Samuel James, Lewis R. Brand, George Grotzinger, Charles W. Smith, and William Mreen. Of these Samuel James has held the office three-fourths of the entire period.

Mr. James' father, who was of Welsh descent, removed from Kentucky to Florissant in 1793. His mother, whose maiden name was Julia Crilis, was a French Creole, born in Cahokia. Mr. James was

born in Florissant, in the house where he now resides, Sept. 16, 1817. He received his education in such schools as were kept in the country before the establishment of the public school system, was reared a farmer, and has always followed that occupation. He became by purchase the owner of the farm which had been the property of his father, and he still owns a large portion of that estate. Between 1840 and 1850 he was engaged in the business of shipping cattle and hogs to New Orleans. In 1850 he went to California, where he engaged for a short time in mining. Aside from this his life has been passed at Florissant.

At the age of twenty-one Mr. James was elected a trustee of the town of St. Ferdinand, and served in that capacity during several years. He was made treasurer of the town in 1854, and held that office in the town and city until 1881. He became treasurer of the school board at the same time, and still holds that position. In August, 1860, he was elected one of the judges of the County Court of St. Louis County, and served in that capacity until the enactment of the ordinance vacating the office in the State. During his term of office the St. Louis County Insane Asylum was established.

Judge James has always held the Catholic faith, in which he was reared, and in politics has acted with the Democratic party.

He was married Feb. 18, 1838, to Miss Virginia Robertson, of Bridgeton, St. Louis Co., and they have had eleven children, eight of whom are now living.

Judge James has always maintained an unblemished character for integrity, and is a respected and influential citizen.

The situation and surroundings of Florissant have not been such as to lead to the establishment there of any important manufactories or shops, beyond what have been required to meet the wants of the people in the immediate vicinity. The round-house and machine-shop of the West End Narrow-Gauge Railroad is located here, at the terminus of that road. It is the repair-shop of the road, and it has facilities for making all the repairs on the rolling-stock, and building locomotives when necessary. The machinery is driven by an engine of twenty-five horse-power, and eight men are employed. E. D. Church is the foreman and master-mechanic.

The city has now six general stores, two hotels, three wagon- and blacksmith-shops, four shops, three tailor-shops, two harness-shops, one shoe manufactory, one tin-shop, and two physicians. Its population, according to the census of 1880, was eight hundred and seventeen.

Florissant Valley Lodge, No. 19, National



Chas Casletto



Samuel James

American Association.—This was organized in 1881 with eighteen charter members, of whom Walter Evans was president; John D. E. Belleville, vice-president; Charles Castello, secretary; Robert Evans, treasurer; and Gabriel Loraine, collector. The present officers are John Belleville, president; John D. E. Belleville, vice-president; Charles Castello, secretary; Robert Evans, treasurer; and Gabriel Loraine, collector. John Belleville is also deputy national president. It is a beneficiary and mutual insurance association.

Florissant Public School.—Prior to 1845 the parochial school of the Church of St. Ferdinand and the conventual school afforded the inhabitants of the town their only educational facilities. In March of that year an act was passed by the Legislature "to incorporate an academy in the town of St. Ferdinand, St. Louis Co." The trustees named in the act were James Castello, Gregoire Aubuchon, George McCullough, James L. Holliday, Edward Harrington, Thomas J. Minor, William Nutt, Paul G. Lindsay, and John B. James, and provision was made for the election of their successors by the inhabitants of the town. The act provided that instruction in the common and higher branches should be given free to the children residing within the limits of the town, and common provision was made for the support of this academy by appropriating two-thirds of the revenue arising from the rents of the commons, which were then under leases. Under this act a one-story brick school building with two apartments was erected, and in this the school was conducted till 1857, when increased facilities were required, and an addition was made to the building, doubling its capacity.

In 1871 the academy plan was dropped, and the city and commons were constituted a school district under the general school law. In 1876 a new school building was erected on Washington Street, in an elevated and pleasant part of the city. The site includes an entire square, giving ample room for playgrounds. The building is of brick, two stories in height, with four school-rooms, having an aggregate capacity for two hundred and seventy pupils, and up to the present time three of these rooms have been occupied and three teachers employed. In the tower of the building a clock has been placed.

In that portion of the district known as the commons a school of primary and intermediate grades is maintained.

The aggregate number of children instructed in these schools during 1881-82 was two hundred and eleven. The cost of the school edifice in Washington Street was between nine and ten thousand dollars, and

the total value of the school property belonging to the city is eleven thousand dollars. The amount expended in the district in 1881-82 for school purposes was two thousand eight hundred and seventy-two dollars.

Church of St. Ferdinand.—As early as 1792 a wooden church stood in the old burial-ground at Florissant. It was called the Church of St. Ferdinand, in honor of the king of Spain who expelled the Moors from that country. The first entry in the baptismal register is as follows: "On Aug. 5, 1792, I, Pierre Joseph Didier, of the order of St. Benedict at Maux, Royal Abbey of St. Denis, and a missionary priest, baptized Claude Pallot, at St. Ferdinand, Florissant." Father Didier remained till 1798, when he was succeeded by Rev. F. L. Tusson, a Recollect, who signed as "curate of St. Charles." He was followed, in 1806, by Rev. J. Maxwell, and he, in the same year, by Rev. Thomas Flynn. After the pastorate of Father Flynn, the Trappists took charge in 1808. The Superior was Rev. Marie Joseph Dunand, who was assisted in the pastorate there from 1809 to 1811 by other Trappists. He resided at Monks' Mound, on the Collinsville plank-road, six miles east of the St. Louis bridge, from 1810 till 1813, visiting Florissant weekly. In 1813 the Trappists left Illinois for France, and Father Dunand (who was commonly known as "the Father Prior") took up his residence at Florissant, where he remained till May, 1820, when he returned to France, and Rev. Charles Delacroix took charge. In 1821 the present church building was commenced. Prior to this time the trustee system had been in vogue here, and this had led to embarrassments and conflicts of authority. Oct. 11, 1821, Bishop Dubourg recorded the following order: "The power of the trustees shall cease from the moment when the new church shall be blessed, and the parish priest shall be the only trustee, under our authority." It was also ordered by the bishop: "The old church, the adjacent grounds, and the debris of the old church shall remain at the disposal of the priest. The cemetery shall remain where it is, and shall be kept inclosed and be maintained at the charge of the parishioners."

The corner-stone of this church was laid by Father Delacroix, Feb. 19, 1821, and the stone for the purpose was presented by Madame Duchesne. It contained the following record in the Latin language: "On this Feb. 19, 1821, I, Charles Delacroix, by permission of Right Rev. Bishop Valentine Louis William Dubourg, laid the corner-stone of this church, dedicated to the Sacred Heart of Jesus, under the invocation of St. Ferdinand and St. Francis Regis;

Madame Duchesne, Superioress, having donated the said corner-stone, Madame Octavia Berthold and Madame Eugenie Andé being present, as also the pupils and many persons from the village." The church was blessed by Father Delacroix, Nov. 20, 1821, and was dedicated by Bishop Rosatti, Sept. 5, 1823.

On the 20th of June, 1823, the church was made over to Rev. Charles Van Quickenborne, S.J., and it has ever since remained in charge of the Jesuit Fathers. The priests in charge have been, since Father Van Quickenborne, Rev. F. De Theux, 1827; Rev. J. F. Van Assche, 1829; Rev. G. L. Gleizal, 1838; Father Van Assche, 1840; Rev. F. J. Sautois, 1853; Father Van Assche, 1857, who remained till his death in 1877; since then the present pastor, Rev. A. Hayden.

In 1879 the church was enlarged, a new steeple was erected, and the interior was renovated, the whole at an expense of five thousand dollars. The old cemetery became too full for further use, and in 1876 a new and tasteful cemetery was laid out. It is located on a hill about a mile south from the city.

Church of the Sacred Heart.—The parish of the Sacred Heart was organized in 1866, in June of which year the corner-stone of the church edifice was laid. It was organized that some forty German families who had become residents in this vicinity might worship together in their native language. The house was completed and dedicated in October, 1867. It is a brick edifice, fifty by one hundred feet, and its cost was twenty-five thousand dollars. The first pastor was Rev. Ignatius Panken, who was succeeded in 1867 by Rev. Ignatius Pankert, and he, in 1876, by the present pastor, Rev. John Banhans. The parish now consists of one hundred and thirty families.

A parochial school was established a year prior to the erection of the church, and a brick building, with a capacity for one hundred pupils, was erected. About 1870 another school building was built, principally for boys. The school is under the charge of the Sisters of the Precious Blood, of whom three are resident here, and one secular teacher is employed. In this school instruction is given in both the English and German languages, and the pupils average one hundred and twenty.

The sisters under whose charge this school has been placed belong to an order the vocation of which is the education of children and youth, and in this they have proved themselves highly efficient.

Sacred Heart Order.—The order of the Sacred Heart was first established in America in 1818. In the previous year Right Rev. Father Dubourg, Bishop

of Upper and Lower Louisiana, made application to Madame Barat, the Superior-General of the order, for a colony of the sisters to establish a home in his diocese. Accordingly five of these ladies—Madame Phillipine Duchesne, Superior, and Sisters Octavie Berthold, Eugenie Andé, Catherine Lamarre, and Marguerite Manteau—sailed from France in March, 1818. They arrived in New Orleans late in May, and at St. Louis on the 22d of August in that year. Early in the next month they opened a school in St. Charles, but after a trial of a year it was found that, by reason of the poverty or indifference of the people, they could not maintain themselves there, and arrangements were made for their removal to Florissant, for which place they departed on the 3d of September, 1819. Their transit was thus described by Mother Duchesne: "Sister Octavie and two of our pupils next embarked. I was to close the march in the evening, with Sister Marguerite, the cows and the hens; but the cows were so indignant at being tied, and the heat was so great, that we were obliged to put off our departure to the cool hours of the morning. Then, by dint of cabbages, which we had taken for them in the cart, they were induced to proceed. I divided my attention between the reliquaries and the hens. We crossed the Missouri opposite Florissant. On landing, Marguerite and I drew up our charges in a line—she the cows and I the hens—and fed them with a motherly solicitude. The Abbé Delacroix came on horseback to meet us. He led the way, galloping after our cows when, in their joy at being untied, they darted into the woods."

Of the region into which these poor but devoted sisters, with their scant effects, came the Abbé Beaunard says, "This country has now, in summer, the appearance of a sea of verdure, studded with oaks of various sorts, walnut-trees, planes, and all kinds of forest-trees, among which stand a number of pretty houses and ornamented villas; but in 1820 not a single cabin was to be seen between St. Louis and Florissant, nothing but a boundless expanse of waving grass, and, to complete the resemblance of this green plain to the ocean, storms often swept over it with sudden violence.

"The Spanish colonist who had originally drawn the plan of this village had given it the name of St. Ferdinand, in honor of the sovereigns of his country, and it is often so called in Madame Duchesne's correspondence. A little church had been built there, under the shadow of which a band of Trappists, driven away from France by the revolution, had taken shelter, and remained there till 1812. The curé of this place, M. Dunand, was the last survivor of this little community,

and he was still known in the village as the Father Prior. He had undertaken to arrange the humble abode which the nuns were to occupy, but as it was not yet finished, they had yet to live in a farm which the bishop had bought in the midst of a wild solitude, surrounded by forests. The Rev. M. Delacroix resided there, and directed the tillage and cultivation of the neighboring land. He was the priest who had come on horseback to meet the sisters at the river-side."

Father Delacroix gave up his own abode to the nuns and made his quarters in a hut of matting, the entrance to which served both as a door and a window, and which had not sufficient space for a chair. The nuns lived as farm servants, looked after the cattle, planted and harvested maize, cultivated vegetables, gathered their firewood, etc. They subsisted during several months on some flour which they bought on credit, and on a small bull salted. Father Beaunard says, "The bishop used to laugh when he saw the nuns engaged in their homely labors, and asked Madame Andé if it was at Napoleon's court she had learned to milk the cows."

Their house at Fleurissant was made ready for them in the latter part of December, 1819, and the sisters went to it, walking in the snow knee-deep, wrapped in blankets, but shivering with the cold and covered with icicles, driving their cattle, guided only by the tracks of the pigs and other animals. Mother Duchesne wrote of their removal: "The cold deprived us almost of the power of motion. Having tried in vain to lead with a rope one of our cows, I hoped to make her follow us out of her own inclination by filling my apron with maize, with which I tried to tempt her on; but she preferred her liberty, and ran about the fields and brushwood, where we followed her, sinking into the snow, and tearing our habits and veils amidst the bushes. At last we were obliged to let her have her own will and make her way back to the farm. I carried in my pocket our money and papers, but the strings broke, and everything, including a watch, fell in the snow. The wind having blown the snow on my gloves they were frozen on my hands, and I could not take hold of anything. Eugenie had to help me pick up my bag, and also my pocket, which I was obliged to carry under my arm."

The first year at Fleurissant was one of great labor and privation. At one time Mother Duchesne wrote: "There was a moment this month when I had in my pocket only six sous and a half, and debts besides." Gradually, however, their condition and prospects improved, and in May, 1820, the number of their scholars had reached twenty-one, and the idea of estab-

lishing a novitiate began to be entertained. In the autumn of that year Mother Duchesne was afflicted with a serious illness, and one of the sisters had the misfortune to break her arm. On the 22d of November their first postulant, Mary Layton, was received, and on the 19th of March, 1821, Emilie St. Cyr and Mary Ann Sumner took the veil. They were followed by Eulalie Hamilton on the first Friday in May, and by her sister Mathilda on the 16th of June, 1821. These accessions greatly encouraged the sisters, and when, soon afterward, the offer was made of a house and its furniture at Grand Cotcau, near the Opelousas, it was accepted, and Madame Eugenie Andé, as Superior, and Sister Mary Layton were sent to the place, of which they took possession on the 28th of August, 1821. They were reinforced the same autumn by two nuns from France. Thus was established the first branch from the mother-house at Fleurissant. In the autumn of 1825 another house, at St. Michael, was established, and in 1827 the house at St. Louis, and in 1828 those at Bayou La Fourche and St. Charles.

From that time to the present houses have multiplied, till in different portions of the United States, in Canada, and in South America are to be found many flourishing and magnificent institutions of this order, which had its humble origin in this place in 1819. The novitiate here continued till the spring of 1847, when it was abandoned by the Sisters of the Sacred Heart.

Sisters of Loretto.—June 21, 1847, six Sisters of Loretto, Mother Eleonora Clarke, Superior; Sister Philomena, directress of studies; and Sisters Theodosia, Vincentia, Ambrosia, and Stanislaus, assistants, took possession of the establishment which the Sisters of the Sacred Heart had abandoned, and which then consisted of a two-story brick house that had been built by Father Dunand, and some old, dilapidated cabins. These, with three acres of land, they at first rented for one year at two hundred dollars. They subsequently purchased the buildings and five acres of ground for one thousand dollars.

It is proper here to remark that the order of the Sisters of Loretto was founded by Rev. Charles Nerinckx, in 1812, at Hardin's Creek, Washington Co., Ky. At that place Miss Mary Rhodes, a pious young lady, first gathered a little school of girls in a dilapidated cabin, the abandoned residence of a former tenant. Success crowned her efforts, and she was soon joined by Miss Christina Stuart, and subsequently by Miss Nancy Havern. The three pursued their self-sacrificing labors for a time, and were joined by two others, Miss Nellie Morgan and Miss Nancy

Rhodes. A small tract of land was purchased and some rude cabins erected, and soon afterward a sixth young lady, Miss Sally Havern, joined them. They expressed to Father Nerinckx a desire to become nuns and devote themselves to the work of educating young ladies. Their wish met the approbation of Father Nerinckx and the bishop, and they were first made postulants, with a few simple rules for their guidance. On the 25th of April, 1812, the first three postulants—Mary Rhodes, Christina Stuart, and Nancy Havern—took the veil at the Church of St. Charles, near the infant convent, and they were followed on the 29th of June by Ann Rhodes and Sarah Havern. On the same day Sister Ann Rhodes was constituted "Superior of the novices, and of the Society of the Friends of Mary at the Foot of the Cross." On the same day also was commenced the erection of some log buildings for a convent, school, etc., and when these were completed the place received the name of Loretto, in honor of "Our Lady of Loretto," in Italy. Thus originated the order of the Sisters of Loretto, whose labors have been crowned with such eminent success.

In 1823 application was made by the Rev. Joseph Rosatti for a community of the Sisters of Loretto to establish a boarding-school for girls in Perry County, Mo., near the seminary of the Barrens; and in May of that year five of these sisters, under Mother Benedicta Fenwick, arrived at that place and soon opened a school. The sisters of the order subsequently established schools at Ste. Genevieve, Frederickstown, and Cape Girardeau. They have now several flourishing schools in Missouri, and others in many of the Western States and Territories.

During the thirty-six years of its existence the establishment at Florissant has steadily increased in usefulness and importance, and additions have from time to time been made to the buildings as such additions have become necessary, and now the community here numbers thirty-five sisters. As its school has increased better facilities for instruction have been added, till in 1880 it was deemed advisable to erect a new school building. Accordingly, on the 1st of August in that year, the erection of a new academy was commenced, under the supervision of Mother Ann Joseph, then Superior of the convent, but in August, 1882, elected Superior of the order.

The building was completed in 1882, and dedicated on the 8th of September in that year. It is of brick, and covers an area of one hundred and twenty by eighty feet. It is five stories in height, including the basement. The latter has the refectory, the culinary department, a recreation-room for junior scholars, and the heating and lighting apparatus. It, as well

as all the other stories, is traversed each way centrally by corridors ten and twelve feet in width. On the first floor, above the basement, are the study halls, class-rooms, and music-rooms. On the second are the dormitories, oratory, library, and music-rooms. On the third are the exhibition-room, the studio, and the infirmary. On the fourth are the young ladies' wardrobe, the museum, and the astronomical and philosophical apparatus, and on the top is an astronomical observatory. The house is heated by steam, lighted by gas, has water distributed to all parts of it, and, in short, is furnished with all the improvements which modern ingenuity, guided by long experience, has been able to suggest. Two features are particularly noteworthy: the excellent ventilation and the facilities for egress in case of fire. The sisters of the institution planned the building, and its construction was under their supervision. The architect was Mr. Lowery, of St. Louis.

The present Superior is Mother Dafrose.

Novitiate of St. Stanislaus.—As early as 1818 Bishop Dubourg requested the provincial of the Jesuits in Maryland to send some of the order to this part of his diocese, for the purpose of establishing a college and taking charge of and conducting missionary work among the Indians. Circumstances prevented a compliance with his request at that time, but in 1823 it was, at the suggestion of John C. Calhoun, then Secretary of War, renewed and favorably considered. Indeed, at this time the provincial was deliberating about the removal of the novices to another locality, and he readily accepted the offer of Bishop Dubourg to donate a farm near Florissant. Rev. Charles Van Quickenborne, master of novices at the establishment in Maryland, was appointed Superior, Rev. Peter J. Timmermans assistant, and seven novices, six of whom were Belgians, who had come to America with the view of joining the Jesuits and engaging in missionary work among the Indians, were designated to come here. Their names were F. J. Van Assche, P. J. De Smet, J. A. Elet, F. L. Verreydt, P. J. Verhaegen, J. B. Smedts, and J. De Maillet. These, with three lay brothers and some negro servants, started on the 11th of April, 1823. They journeyed overland to Wheeling, sleeping in dwellings or outhouses, and generally cooking their own meals. After a brief delay they embarked on two flat-boats and descended the Ohio River to Shawncetown, a short distance below the mouth of the Wabash. Thence they sent their heavy luggage by steamboat to St. Louis, and crossed the prairies of Southern Illinois with a light wagon, the young men performing the journey on foot. This severe part of their trip was

accomplished in seven days. They arrived at St. Louis May 31st, six weeks from the time of starting. On the 3d of June the last of the party reached their destination at Florissant, and were temporarily the guests of the Sisters of the Sacred Heart, who were already established there.

Rev. Walter H. Hill, S.J., in his "History of St. Louis University," gives the following description of the Florissant valley at this time, and of the home to which these Jesuit Fathers and the novices came :

"Florissant, or St. Ferdinand township, was first settled shortly after St. Louis was founded. At the beginning of this century the fields around the village supplied nearly all the grain purchased in the St. Louis market. Florissant valley was famous from the beginning for its beauty and fertility.

"When this region was under the government of Spain, or before the end of the last century, and till a short time before it was transferred to the United States, Florissant was for a time the home of the Spanish Intendant or Governor. His dwelling, which was constructed of cedar logs planted upright on sleepers, into which they were firmly mortised, was torn down only a few years ago, its timbers being still perfectly sound. Its position was nearly in front of the present church at Florissant, and distant from it little more than a hundred and fifty yards. This house was occupied by the Trappist monks in 1809, who had that year closed their two houses in Kentucky, one in Nelson County, the other in Casey County, and removed to Missouri. In 1810 these monks again moved, this time to Looking-Glass Prairie, on Cahokia Creek, Ill., and settled upon a mound six miles from the present bridge at St. Louis, on the Collinsville plank-road, this mound still bearing the name of 'Monks' Mound.' Sickness and loss by death, together with misfortune caused by fire, compelled the survivors to abandon this malarial district in the spring of 1813, and they then returned to France, whence they had originally come in 1804. Their prior, Rev. Joseph M. Dunand, remained seven years longer in America, or till 1820, residing most of this time at Florissant.

"Father Van Quickenborne and companions took possession of their farm in June, 1823, Mr. O'Neil, magistrate of Florissant, having moved from it for the purpose, kindly ceding his right to retain it longer, although his lease had not expired. The land lying northwest from Florissant slopes gently upward from Cold Water Creek, near the village, till it reaches the highest table of the bluffs overlooking the Missouri River, two and a half miles away. Commencing at the upland, a mile from the river, and declining southeast towards St. Louis, lay the pretty little farm now to be their home, and on one of the highest and most lovely spots of all this scene of rich prairie and rolling woodland stood the humble cabin that was to shelter them. The prospect from this elevated position is both extensive and beautiful, reaching far over the charming valley in which the village is embosomed to the town of St. Charles, on the banks of the Missouri, seven miles distant, and to the white line of rolling cliffs, crowned with trees, that stretch from Alton along the Mississippi River. Throughout this entire Florissant valley the soil is of inexhaustible fertility, rewarding even moderate care and industry with plentiful crops of corn, wheat, timothy, and every variety of garden vegetables suited to the climate. Moreover, it is not only a pleasant district to live in, but it is very healthy, as the numerous instances of longevity among the people there spending their long lives conclusively show.

"The dwelling given up to them by Squire O'Neil was a log cabin, containing one room, which was sixteen by eighteen feet in dimensions, and over it was a loft, but not high enough for a man to stand erect in it, except when directly under the eomb of the roof. This poorly-lighted and ill-ventilated loft or garret was made the dormitory of the seven novices, their beds consisting of panels spread upon the floor. The room below was divided into two by a curtain, one part being used as a chapel and the other serving as a bedroom for Fathers Van Quickenborne and Timmermans. This main room of the cabin had a door on the southeast side or front, a large window on the northwest side, without sash or glass, but closed with a heavy board shutter; on the southwest side it had a small window with a few panes of glass, and, finally, on the northeast side was a notable chimney, with a fireplace having a capacity for logs of eight feet in length. At the distance of about eighty feet to the northeast of this dwelling were two smaller cabins, some eight feet apart, one of which was made to serve both as study hall for the novices and as common dining-room for the community; the other was used as kitchen and for lodging the negroes. These rude structures were covered with rough boards held in place by weight-poles; the floors were 'puncheons,' and the doors were of riven slabs, and their wooden latches were lifted with strings hanging outside."

A portion only of the farm was then under cultivation, though in front of the house there was a bearing orchard. They at once commenced the work of enlarging and adding to their house, performing the labor with their own hands. The timber for these additions and enlargements was cut on an island in the Mississippi River, a short distance above the Charbonnière.

Rev. Father Van Quickenborne became the spiritual director of the community of the Sacred Heart, and the church at Florissant, which was not then finished, was relinquished to him by Rev. Father Delacroix, who had laid the corner-stone on the 19th of February, 1821.

By the withdrawal of two of the lay brothers and the death of Father Timmermans, which occurred in 1824, the number of the community was reduced to nine; but in 1825, Rev. Father De Theux and Mr. O'Connor, from Maryland, were added, and in 1827, James A. Yates and George Miles, of Kentucky, were admitted as novices.

In 1825 a school for Indian boys was opened, under the charge of the novices, and one for girls, in charge of the Sisters of the Sacred Heart. These, in 1827, came to number about fourteen children each.

Of the novices who first came to Florissant, J. B. Smedts and P. J. Verhaegen were ordained priests in 1825, and P. J. De Smet, J. F. Van Assche, J. A. Elet, and F. L. Verreydt in 1827.

The missionary work among the Indians, which these men had come hither to engage in, was then entered on with energy, but a few years sufficed to

demonstrate the fact that the good thus accomplished did not meet the expectations of those who had hoped to be able to Christianize and civilize these indolent savages, and although missionary labor was continued, attention was directed to the promotion of education among the white population of the country.

The following history of the novitiate from 1830 to the present time was written for this work by Rev. Walter H. Hill, S.J., who was a novice at the institution :

"Rev. Charles Van Quickenborne was Superior of the mission and of the novitiate from his arrival in 1823 till Feb. 4, 1831. Rev. Theodore De Theux succeeded him, and was Superior till March 24, 1836. At this last date Father P. J. Verhaegen became Superior, but resided at the St. Louis University, except from the summer of 1837 to the spring of 1838, when he was master of novices at the novitiate. Father De Theux was master of novices *de facto* from 1827 to 1831, and *de jure* from Feb. 4, 1831, till the summer of 1837. Father Judocus F. Van Assche occupied the position from 1838 till 1839, when Father De Vos was made master of novices, filling the office till Oct. 3, 1843. Father De Vos was followed by Rev. J. B. Smedts, who remained in office till July 23, 1849, when he was succeeded by Rev. John Gleizel, who remained till July 3, 1857. Then followed Rev. Isidor Boudreaux, who filled the office till Jan. 17, 1880, when he was succeeded by Rev. Leopold Bushart. July 9, 1882, Rev. Frederick Hageman became master of novices, and he still fills the office, Father Bushart having been made provincial. The master of novices is appointed by the general of the society, and is removable by him, though he is usually not removed before filling a term of three years.

"The farm on which the novitiate is situated was given to Father Van Quickenborne and companions in 1823, and it contained two hundred and thirty acres. Adjoining lands were subsequently purchased, so that it now contains six hundred and fifty-five acres, and besides the institution owns another farm of one hundred and twenty-eight acres two miles distant from it. The land extends from Cold Water Creek to the Missouri River, just above the Charbonnière, a distance of more than two miles. More than half of this land is under cultivation ; it is naturally fertile, is well cared for, and is, perhaps, the best farm in the Florissant valley.

"The original cabins were occupied till the summer of 1849, when all except the "Indian Seminary" were demolished. The Indian Seminary, a frame building, forty feet by thirty feet, was moved on

rollers about eighty feet to the northeast of its former site, and it still stands.

"In 1844 the foundation for a three and a half story stone building was dug; the stones for it were quarried by the lay brothers at Musick's Ferry, seven miles down the Missouri River. This building was not finished till the summer of 1849. I found its walls built to the top of the basement when I reached the novitiate, Feb. 3, 1847. In the spring of 1848 the Creoles of Florissant and the surrounding farms were invited to give one day with their wagons and teams to haul the stone for the building from the quarry; they did so with kindness and hilarity, and a large portion of the stone was placed on the spot in one day.

"The present little mound in the garden at the novitiate, in which the dead are buried, was originally covered with forest-trees. It was cleared and perfected in shape for its present purpose in 1839, when the remains of the few who had previously died were transferred to that spot. There are now eighty-eight graves,—thirty-seven priests, thirty-two lay brothers, and nineteen scholastics. Among the dead there buried are Father Van Quickenborne, founder of the mission; his companions, Fathers De Smet, Verhaegen, Van Assche, etc.; also Father Meurin, who died at Prairie du Rocher in February, 1777; of Bishop Van de Velde, who died in Natchez, Nov. 13, 1855, etc.

"The 'Indian Seminary,' founded by Father Van Quickenborne in 1825, was finally closed in 1830, or the year after the opening of the new college in St. Louis, the St. Louis University. The Indian school had not proved a success, the Indian boys preferring the liberty of a wild life in the woods to the restraints of civilized society; they would make their escape and join their tribes roving over the prairies. When the cholera was at its worst in 1832, the students of the St. Louis University were removed for a time to the Indian Seminary at the novitiate.

"The first novices received at St. Stanislaus Novitiate were William Yates and George Miles, both natives of Kentucky. They entered in 1827. Brother Miles still survives, and is residing at St. Charles, Mo. The first scholastic novices were sent for their probation to the novitiate at White Marsh, Prince George's Co., Md. Those received in 1835 and thenceforth were at the St. Stanislaus Novitiate. The novices received during the first twenty years after the commencement of the novitiate were, with few exceptions, Belgians and Hollanders, many of them being drawn to the United States by the influence of the illustrious missionary, Father De Smet.

"In July, 1834, however, four novices were called to Missouri from White Marsh, in order to begin a novitiate at St. Stanislaus. They were Revs. John Schoenmakers and Cornelius Wathis, who were priests, and Revs. J. B. Druyts and J. B. Duerinck, not yet ordained priests; they were all Belgians. Rev. Mr. Schoenmakers, aged seventy-six years, still survives, and he lives at the Osage Mission, Kan., which he founded in 1847. At a later period, and especially after the death of Father De Smet, which took place May 23, 1873, most of the novices were sons of German and Irish parents, but born in the United States. Among the novices was one who was the descendant of a distinguished Delaware chief, the eloquent Father Bushart, now of San Francisco. A small number of Anglo-Americans from Maryland, Virginia, Kentucky, Ohio, Missouri, etc., were novices here at different periods.

"The novitiate has no endowment, and no source of regular income except its excellent farm. It has received donations of money from Belgium. Mainly through the influence of Father De Smet, a gift of thirty thousand dollars in 1869 enabled the institution to erect a large three-story brick building, the foundation of which was dug in 1871, but the cornerstone of which was not laid till July 31, 1873. This additional building was finished in 1874, and the novices moved into it July 2d of that year. It is parallel to the stone building, about sixty feet from it, and the two are connected by a covered bridgeway which stands on pillars and joins the second stories.

"The novitiate was incorporated in accordance with a general law in 1870, under the name and title of 'the St. Stanislaus Seminary.' It is subject to the provincial of 'the Missouri province,' as are all the institutions and residences of the same province. The provincial resides ordinarily at the St. Louis University, and the Missouri province includes institutions in Missouri, Chicago, Cincinnati, Detroit, Milwaukee, and in the States of Kansas and Nebraska. There are in the Missouri province seven colleges for superior education, having not less than fifteen hundred students in actual attendance. The novitiate is the mother-house of all these establishments, but by a misnomer the St. Louis University is often styled the mother-house, because the provincial resides there."

Town of Bridgeton.¹—Bridgeton is a small town fifteen miles northwest from the court-house in the city of St. Louis. It was incorporated as a town by an act of the Legislature in 1843. The present board of trustees consists of Walter B. Morris, John L.

Martin, Patrick O'Malley, George H. W. Heidorn, Thomas J. Baber, and David V. Baber. W. B. Morris, chairman; David V. Baber, secretary; and George H. W. Heidorn, treasurer. John A. Martin, not a member of the board, is collector of revenue.

The town has four churches,—a Catholic, a Methodist Episcopal Church South, a Colored Methodist, and a Colored Baptist. There is also the Bridgeton Academy, the board of trustees of which consists of nine members, six chosen from the town and three from the commons, both town and commons being embraced in the district. There is also a colored school, which is a branch of the academy and is under the control of the board of trustees. There are also in the town one general store, one grocery-store, one saloon, one blacksmith-shop, one wagon-shop, and one hotel. The population of the town was in 1880 one hundred and sixty-seven.

Bridgeton is an old place. It was settled at about the same time St. Louis was founded, and was first peopled by French and Spanish settlers. For defense against the Indians there was here in early times a fort, of which William Owens was the commanding officer, and from him the place was called Owens' Station till the time of its incorporation. Among the French of this region it was known in early times as "Ville de Roberts," and as "Marais des Léards," from a marsh in its vicinity. The original survey of the town was made in 1786 by a Frenchman named St. Germain.

The commons of Bridgeton consist of one thousand acres, granted to the town by the Spanish government, and confirmed by the act of Congress of 1812. In 1852 these were leased to individuals for the term of nine hundred and ninety-nine years, at rents varying from ten to twenty-five cents per acre.

BRIDGETON ACADEMY.—In 1864 the Bridgeton Academy was incorporated by an act of the Legislature. The district of this institution includes the town and the commons, the revenues from which are appropriated to the support of the school, which is free to all scholars residing within the district. The first school-house was a church building, erected by the Episcopalians, and sold by them to the board of trustees. This was exchanged for the house of worship of the Methodist Episcopal Society, which is now the academy. A colored school is kept as a branch of this academy.

BRIDGETON LODGE, No. 8, F. AND A. M.—This lodge was organized under a dispensation in 1845. It received its charter Oct. 14, 1846, with James McClure, W. M.; Benjamin B. Edmondson, S. W.; and Henry Cole, J. W. The lodge first held its

¹ General history of Bridgeton by D. V. Baber.

meetings in the house of James McClure, but in 1849 the present lodge-room on Main Street was fitted up.

The Worshipful Masters since James McClure have been Benjamin B. Edmondson, R. T. Edmondson, George R. Moke, J. H. Garret, R. E. Bland, D. L. Bassett, C. L. Young, T. T. Craig, and the present Master, J. H. Garrett. The Senior Warden is S. W. Henley; Junior Warden, D. V. Baber; Secretary, Jefferson Van Gundy; Treasurer, John D. Parsons. The lodge has enjoyed uniform prosperity from the time of its organization. The present membership is thirty-three.

ST. MARY'S CHURCH (CATHOLIC).—Mass was first celebrated in Bridgeton by the Jesuit Father J. L. Gleizel, in 1851, in the house of Dr. Moore, now owned by Judge Henderson. In 1852 a mission was established and attended by the following priests: Revs. Dennis Kennedy, 1852; James Murphy, 1856; Park Brady, 1858; Thomas Clary, 1862; L. Smith, 1864; J. B. Jackson, 1865; B. Messelis, S.J., 1867; P. J. Clark, 1868; M. Welby, 1869; Patrick Healy, 1871; E. Smith, 1873; James Dougherty, 1874; F. P. Gallagher, 1876; J. D. Powers, 1877; Jos. Schroeder, the present pastor, 1878. The church edifice was erected by Father Gleizel in 1852. It is a brick structure, fifty by forty-four feet in size. A parsonage was erected near it in 1868 by Rev. Father Messelis. The cemetery adjoins the church.

BRIDGETON METHODIST EPISCOPAL CHURCH SOUTH.—It is not known that there was any society of Methodists here prior to 1842, though there were members of that denomination residing here. At about that time a society was organized, and it worshiped at first in the old school-house on the commons. In 1844 a brick church edifice, forty by sixty feet in size, was erected, and in 1855 this was exchanged for the old Episcopal Church, which had been purchased for school purposes. This is a brick building, with a seating capacity of two hundred and fifty. The society has no debt. This was a charge on a circuit till 1872, when it was made a station. Since that time the following clergymen have been in charge here: Revs. F. A. Morris, 1872; J. R. Frazier, 1876; B. R. Thrower, 1878; F. A. Morris, 1878; Joseph Dines, 1881; and the present pastor, W. H. Hensley, 1882.

ST. JOHN'S BAPTIST CHURCH (COLORED).—This society was organized in 1870, with forty members and Rev. William Dorsch, pastor. Mr. Dorsch was succeeded in the pastorate in 1873 by Rev. James W. Powell, who left in 1875, since which time the society has been without a pastor. The present

membership is forty-two. In 1873 a framed church edifice, with a seating capacity of two hundred, was erected. The church has no debt.

METHODIST EPISCOPAL CHURCH (COLORED) OF BRIDGETON.—This was organized in 1874. The first place of worship was the Ferguson school-house, on the St. Charles Rock road; then the house of J. H. Woolfolk, in Bridgeton. In 1882 a wooden house of worship, twenty-six by thirty-six feet in size, was erected in Bridgeton. The pastors have been Revs. J. H. Woolfolk, 1874; W. E. Wilson, 1878; A. Coleman, 1880; C. M. Keeton, 1881; and the present pastor, B. Pullum, 1882. The membership is twenty, and the church has no debt.

Pattonville.—This village is located on the St. Charles Rock road at its junction with the Fee-Fee road, fourteen miles from St. Louis. A post-office had been in existence here under the name of Fee-Fee, which is said by some to be a French corruption of the word *fife*, which was the original name of Fee-Fee Creek. No village existed here prior to 1869. A blacksmith-shop was started by T. T. Lucas in 1860. In 1866 this shop was converted into a carriage manufactory, and in 1869 a church and store were built, and within a year another church was erected. These buildings, with a few residences, comprise the present village. A post-office was established in 1876. It was named Pattonville, from a family by the name of Patton that resided here. In 1879 a fine school building was erected near the village, in which an excellent school is maintained.

The Lucas carriage-factory at Pattonville was first a small blacksmith-shop, started by Thomas T. Lucas in 1860. In 1865 this shop was removed and enlarged, and the manufacture of carriages, at first on a small scale, was commenced. From that time to the present the business has steadily increased, till now sixty vehicles of all kinds are annually made. In 1879 the manufacture of sulky plows was added to the business, and since that time two hundred of these have been turned out from the establishment.

MIZPAH PRESBYTERIAN CHURCH, at Pattonville, was organized Nov. 20, 1842. The original constituent members were James Patton, Agnes Patton, George Patton, James Quinsenburg, George L. Lackland, Eliza E. Lackland, Ann Lackland, Jacob Brown, Ellen B. Brown, Joseph Brown, and Sarah McClure.

The place of worship during nearly thirty years was the old Fee-Fee Baptist Church, half a mile from Pattonville. In 1869 the name of the society was changed to its present designation. The present house of worship at Pattonville was erected in 1870. It is a brick structure with a stone basement, and it covers

an area of fifty-five by thirty-eight feet. In 1870 a parsonage was erected near the church. Ten acres of ground are included in the lot on which these buildings stand, and the cost of the property was ten thousand dollars. The society has no debt.

The pastors of this church have been Revs. R. Finley, 1843; John Lyon, 1847; — Beebe, 1848; — Pettigrew, 1849; H. A. Booth, 1850; — Noble, 1857; T. C. Smith, 1860; W. J. Lapsley, 1868; Alfred E. Grover, 1876; William M. Stratton, 1878; and the present pastor, T. C. Barrett, 1880.

Ferguson.—Ferguson Station is at the junction of the Wabash, St. Louis and Pacific Railroad with a branch running to Union Depot, St. Louis. The place had little importance previous to 1878, but at about that time a rapid growth commenced, and now it contains about sixty families. It has a post-office, a hotel, two stores, three machine-shops, and two churches. The population is largely composed of railroad employes and their families, who find here a convenient and pleasant place of residence. By reason of the absence of marshes in the vicinity and the excellent quality of the water, the village is remarkably healthy.

ST. JOHN'S CHURCH.—Of the churches in Ferguson, St. John's (Catholic) is now (1882) in process of erection. It will be a neat wooden structure, with a seating capacity of three hundred and fifty. Rev. Father D. S. Phelan is the pastor.

PRESBYTERIAN CHURCH.—The Presbyterian Church at Ferguson Station was erected about 1873. It is a tasteful frame edifice, with a seating capacity of between three and four hundred. The society has been supplied by different clergymen, and with commendable liberality it has opened the doors of its house of worship to other denominations.

PUBLIC SCHOOL.—In 1877-78 a brick building was erected for a public school. It has two school-rooms on the first floor, and in the second story a hall, which is to be divided into school-rooms as future exigencies require. The cost of the building was fifty-six thousand dollars. A Kindergarten school is also kept in the village.

The place has one physician and three attorneys, one of whom, T. G. Allen, is a State senator, and another, C. P. Ellerby, is a member of the House of Representatives in the State.

In 1882 a cheese-factory was erected in the village, with all the latest improved machinery and appliances for establishments of that kind. It has facilities for handling three thousand gallons of milk daily, and for cooling the milk it has an ice-machine with a daily capacity of three tons of ice.

It is the property of a stock company, with J. C. Cabanné manager. This company has adopted the plan of furnishing farmers in the vicinity with cows on conditions arranged between the parties.

Black Jack, about three miles east from Florissant, is a hamlet containing two stores and two mechanics' shops. It has a post-office, and is in a fine farming region. It was named from the abundance of the species of oak known in common parlance as "black jack" which grows there.

Brotherton was formerly a small village on the bank of the Missouri River, opposite to St. Charles. It was named from Marshall Brotherton, who owned the land and established a ferry there between St. Charles and the terminus of the St. Charles Rock road. The river has so encroached on the land that the little village has nearly disappeared.

Boufils is a post office on the Wabash and Kansas City Railroad, sixteen miles from St. Louis.

BONHOMME TOWNSHIP.

The township of Bonhomme lies between St. Ferdinand, Central, and Carondelet townships on the east and Meramec on the west. The Missouri River forms its extreme northern boundary, and it joins Jefferson County on the south. Its greatest length between north and south is sixteen miles, and it has an average width of eight and one-half miles, and it includes an area of about one hundred and twenty square miles.

Its surface is rolling, but while it is more uneven than that of the townships lying east of it, it is less hilly than that of Meramec on the west. A watershed divides it between north and south, passing through nearly its central portion. Its northern part is drained by Crève Cœur Creek, the waters of which pass through the lake of the same name, to empty into the Missouri River. Meramec River pursues a tortuous course through the southern part of the township, and receives affluents on both sides. Crève Cœur Lake is in the northern part, about one mile from the Missouri River. This lake has a length of between two and three miles, and an average width of about half a mile. A short distance west from this is a smaller body of water known as Upper Crève Cœur Lake, connected with its larger neighbor by a small stream. The origin of the name of this lake, like that of the township, is involved in uncertainty. Many legends have been written or told concerning both, but all these bear such unmistakable evidences that imagination rather than reality was a prominent factor in their production that even their partial acceptance must be with many grains of allowance.

Elsewhere an account is given of the improvements that have recently been made at this lake, and the prediction is safe that this will become an important point in the not distant future.

The township is traversed by several highways, which pass through it from west to east, and converge toward the city of St. Louis. The Central or Olive Street road passes westwardly through the northern part of the township, and unites near its western boundary with the Conway road, which comes from St. Louis and traverses the township farther south. Through the central portion passes the Manchester road, which is the principal avenue of travel and transportation for the people living some distance north and south from it. The Clayton road passes through the township between the Manchester and Conway roads, and unites with the latter in Central township. The Gravois road crosses the southeastern corner of the township. These are rock roads, and are the avenues of transportation to market for the produce that is raised in the township.

The Missouri Pacific Railroad crosses the southern portion of the township, running for some distance nearly parallel with the Meramec River. This is of course the great avenue of communication between that part of the township and St. Louis.

The early settlers in the northern portion of the township were Joseph Conway, who was scalped by the Indians in Kentucky during the Revolution, but who recovered, migrated to this township, and was the progenitor of the Conway family here; James Kincaid, Jonathan Wiseman, — Smith, Greene B. Baxter, — Hempstead, — Hibler, — Cordell, Frederick Bates, afterwards Governor of the State; — Lanham, John Ball, Henry Mason, one of the first magistrates; William Bacon, William Hannah, and others whose names cannot be recalled.

In the southern part were — Eoff, George and Robert King, John Hardecker, James Richardson, Archibald Harbison, Thomas Keebly, Nathan Shotwell, Thomas Williams, George Sipp, Caleb Bowles, — Rudder, — Longwith, Samuel T. Vandover, John McLaughlin, Jabez Ferris, Peter Breen, — Kuntz, Samuel Stowey, Richard Low, — Jones, and others. These early settlers were mostly immigrants from Kentucky and Virginia. At the time they settled here the township was principally prairie, and the wild denizens of the region abounded. All these people, as they slept in their cabins, were serenaded by the wolves, and their corn-fields and pig-pens were often invaded by bears. The wants of these early inhabitants were not as numerous as those of people in later times, and the abundant resources of

the fertile soil readily supplied the few which they felt, and they were contented and happy. The population of the township was in 1850, 1842; 1860, 3629; 1870, 6162; 1880, 7043.

The pioneer mills in the township were what were known as horse mills. They were introduced at a very early date, and took the place of the primitive mortars for grinding corn. They were established in various parts of the township, and it was not till a comparatively recent period that steam-mills took their place. A short distance from Fenton a steam grist-mill was erected by William Head about 1854. It existed only a few years. In 1852, Smizer's grist-mill and distillery was erected on the Meramec River, a mile south from Meramec Station. This establishment ceased to be operated twenty years since, and the building has been converted into a barn.

At Meramec Station, on the Missouri Pacific Railroad, is located the Meramec Mill. This was first built in 1874 by G. H. Timmerman, with two run of stones, one for flour and one for corn. It was both a custom and a merchant mill, and another run of stones was soon added. C. F. Leonard afterward purchased the mill, and added to it another run of stones for grinding wheat. In June, 1881, H. B. Eggers purchased the establishment, and added to its former machinery seven sets of rollers, with other machinery, for the manufacture of roller flour. The machinery is driven by an engine of eighty horsepower, and the daily capacity of the mill is two hundred barrels of flour. It is wholly a merchant mill. A cooperage is attached to it, and eighteen hands are employed at the establishment. An elevator is in process of construction, and this, when completed, will have a capacity of thirty thousand bushels.

Bonhomme Presbyterian Church.—Bonhomme Church was organized by Rev. S. Giddings, Oct. 16, 1816, with sixteen members. It was the second Presbyterian Church that was established west of the Mississippi River, Concord (Bellevue) Church having been organized on the 3d of the preceding August.

During ten years the church had a hard struggle for existence. Its membership in 1825 was fourteen, and in 1827 it was dissolved and its members united with the church at St. Louis. It was reorganized, with ten members, by Rev. John S. Ball, Nov. 5, 1828, and in 1831 the membership had increased to fifteen.

The records of the church were burned some years since, but it is remembered that during many years it owned no house of worship, and that its services were held in private residences and school-houses. The present church edifice, which stands at the junc-

tion of the Conway and White roads, eighteen miles from St. Louis, was erected about 1840 by Messrs. James Sappington and John Baxter, under the superintendence of Judge Joseph Conway. It is a stone building with a basement, and its size is thirty by forty-four feet. Services have been regularly held in this building since its erection.

The first clergyman who ministered to this church was Mr. Giddings, who visited it from St. Louis from time to time. Soon after its reorganization in 1828, a young licentiate named Hodges was engaged to preach to the congregation for a year, but he died before the expiration of that time. The next preacher was Rev. John Gilbreath, under whose ministrations the church grew and prospered during a number of years. He was followed by a Mr. Beebe, who remained but a short time. Next came Rev. John Lyon, a native of Philadelphia, and a young man of great promise, but his health soon failed, and he was taken by his friends to the place of his nativity, where he soon afterwards died. He was succeeded by Rev. R. P. Farris, of St. Louis, a talented preacher and an able writer. Revs. Henry A. Booth, William H. Parks, A. Shotwell, and James A. Smith followed in order. The present membership of the church is fifty.

Evangelical Lutheran St. John's Church is located at Ellisville, a hamlet on the Manchester road, in the western part of Bonhomme township. It was organized in 1852 with only a few constituent members, and services were first held at Ballwin in private houses. In 1854 a small log church was built a mile and a half southwest from Ballwin, and in this the society worshiped during seventeen years. In 1871 a brick church edifice, thirty by fifty feet, was erected on the south side of the Manchester road at Ellisville. The building cost four thousand three hundred dollars, and it is not encumbered with a debt. In 1872 a brick parsonage was built at a cost of eleven hundred dollars. A parochial school building was erected near the church in 1878. A parochial school had been maintained during fifteen years prior to the erection of this building, and in this school instruction has been given in the German and English languages, and now forty scholars on an average are taught in it.

The clergymen who have served this congregation have been, in succession, Revs. J. A. F. Mueller, — Lehmann, F. P. Pennekamp, Theodore Burzin, August Schnessler, and the present pastor, E. T. Richter. The membership is fifty.

St. Monica's Church (Catholic) at Crève Cœur was erected and the parish organized in 1872, and mass was first celebrated on Christmas of that year.

The parish was founded and the church erected by Rev. H. Muhlsiepen, vicar-general. The church edifice is a neat brick structure, with a seating capacity of one hundred and twenty, and its cost was two thousand five hundred dollars. In 1873 the Franciscan Fathers took charge of the parish, and continued till 1881, when Rev. Joseph Diel became resident pastor. In June of the same year Rev. H. S. Aertler, the present pastor, assumed charge. The parsonage was erected in the autumn of 1881, at a cost of two thousand dollars. A parochial school was established in 1873, and a brick school building was erected near the church. In this a school has ever since been maintained, and the average attendance is forty. Instruction is given in both the German and English languages. The congregation consists of sixty-five families.

Christian Church of Crève Cœur.—A society of this denomination was organized in the vicinity of Crève Cœur in 1875, with twenty members. It has built no house of worship, but has held services in the Crève Cœur school-house. The pastors of the society have been Revs. J. H. Garrison, 1875; J. H. Stuart, 1878; and the present pastor, J. H. Owen, 1880.

Manchester¹ was settled very early in the present century, but for many years it was only a small village. The first settler in the town was an Indian named Bryson O'Hara, who built a cabin at Manchester Spring, and resided there several years, subsisting by hunting, making ox-bows, ox-yokes, etc. The place was first called Hoardstown, from Jesse Hoard, who came quite early from Kentucky and located on the corner of the Manchester road and Crève Cœur Street. The place was called by that name till about 1825, when it began to be spoken of by its present title. An Englishman who settled there about that time christened it Manchester, from the place of his residence in England, and it gradually came to be thus designated by every one. A store was established there at an early date by — Douglass, on the north side of the rock road, a short distance east from Crève Cœur Street, in a log building, which was at the same time a store and a residence. By the side of this store was a blacksmith-shop, which was carried on by William Triplet, who came here in 1816 or 1817 from Kentucky. He was a blacksmith in Manchester till his death, and was an active, influential citizen.

Caleb Carman came from Kentucky to Manchester in 1818, and established a saddlery and harness-shop, where he conducted the business during many years.

¹ Data for early history furnished by John Shotwell.

He was an excellent mechanic, and to the manufacture of saddles and harnesses he afterwards added the business of carriage trimmings.

About one hundred yards east from Crève Cœur Street, on the south side of the rock road, Isaac McFadden established a shoe-shop in 1818 in a log house, which was also a dwelling. He was the only shoemaker in Manchester during many years. He died at the house of John Shotwell in 1856.

Samuel Hindman came from Kentucky and set up a tannery. This tannery came to be the property of Robert Buchanan and Henry Rollins, who carried on tanning extensively, and in connection with it the manufacture of boots and shoes. At times they employed as many as twelve men in the business. The tannery ceased to be operated in 1860.

Between Carman's saddlery and Triplet's blacksmith-shop Starks Cockrill resided in a log house, a portion of which is still standing, and kept a house of entertainment for travelers. This was the first tavern in Manchester.

Samuel Berry, also a Kentuckian, and, as well as the others, from May's Lick, Mason Co., in that State, carried on the manufacture of brick as early as 1822. His yard was on the south side of the rock road, east from Crève Cœur Street. He not only moulded and burned bricks, but was a bricklayer, and built most of the chimneys that were erected in this vicinity during many years.

In 1820 a carding-machine was brought from Kentucky by James Neale and put in a log building that was erected for the purpose in the rear of Mr. Triplet's house, which stood in the rear of his blacksmith-shop. This machine was propelled by an inclined wheel that was turned by the weight of horses. It was used till 1839, when the building was converted into a church.

Martin Shelton resided in the house that was built by Mr. Hoard, and followed the business of teaming. In those days, and for many years afterwards, all the goods that were sold in Manchester and other places that sprang up in its vicinity were brought by teams of horses or oxen from St. Louis over what is now the Manchester Rock road, and produce was conveyed to market in the same manner. Mr. Shelton followed this business, which would now be called freighting, during many years.

In addition to these an old man named Kuntz and his wife resided here in 1826, and these constituted the sum total of the families in the place at that time. This Mr. Kuntz was from Pennsylvania, and had located at what is now Meramec Station many years before, and carried on a distillery there.

In 1830, — Burns established the first tailor's shop in Manchester. His shop was a log building near Cockrill's log tavern, on the same side of the street. These were the pioneers in the different kinds of business in the town. Its growth was during many years slow; as the country around it became settled it had a gradual increase, but in 1880 its population numbered only three hundred and six.

The first frame building in Manchester was erected in 1830 by James Robinson for a hotel, and it was kept as such during many years. It is now known as the "Old Hotel," and stands on the south side of the road, east from Crève Cœur Street.

No great manufacturing industry ever sprang up in this place, and there has been only a local trade to make it a town. The travel that formerly passed through the town has since the Missouri Pacific Railroad went into operation been diverted from this route, and only local travel passes through it now.

In 1850 a brewery was established in Manchester by a Mr. Spoeri. It was located on the south side of the road, at the corner of Church Street. It was conducted a few years by Mr. Spoeri, and then purchased by a Mr. Hoek. After the death of Mr. Hoek the establishment was idle for a time, and was then started by Tobias Fisher. He was succeeded by F. Heim & Co., who purchased the property and conducted the business during two years, at the end of which they were succeeded by Michael Hollocker. He sold the establishment in 1866 to F. Smith, who carried on the business till 1867, when the building was destroyed by fire. It was immediately rebuilt, smaller, and the business was conducted by Mr. Smith till 1870, when it was again burned, and was never rebuilt.

A saw-mill was erected on the present site of the Monitor Flouring-Mill in 1855 by Frederick Barton. It was not long used as a saw-mill, but additions were made to it and it was converted into a grist-mill the next year. About ten years later it was burned, and another and larger mill was erected in its place by Jacob Schriener. This was a merchant mill, and had four run of stones. It was burned, and was succeeded by the Monitor Roller-Mill, which was erected by John Gregg in 1881 on the site of the mill that was burned. It is a frame building, thirty-two by sixty feet in size and three stories in height above the basement. It has three run of stones and six sets of rollers, and its capacity is one hundred and fifty barrels of flour in twenty-four hours. The machinery is propelled by an engine of sixty-five horse-power. It is wholly a merchant mill, and about one-half the flour manufactured in it is sold in the surrounding country.

The balance is sent to St. Louis. A cooperage is attached to the mill, and the total number of hands employed in the establishment is eight.

Manchester now has two general stores, two groceries, one variety store, one drug-store, one flour and feed store, one boot and shoe store, one hotel, three blacksmith-shops, two tin-shops, one tailor-shop, three shoe-shops, two wagon-shops, one cabinet-shop, one meat-market, and one physician.

METHODIST EPISCOPAL CHURCH SOUTH.—In the absence of any records of an earlier date than 1867, it is not possible to learn the early history of this society. It is known that services by Methodist clergymen were held at a very early date in private houses and barns, before a school-house was erected in this vicinity. A society was formed long since, and preaching was supplied by circuit preachers. This has at times been a station and again a charge on a circuit as changing circumstances have required. A house of worship for this society was first fitted up in 1827, when John Ball purchased a building that had been used for a carding-machine, and seats and a gallery were arranged in it. It was used as a church till 1839, when it was sold to Mr. Triplet, and by him converted into a barn. In that year a small framed church was erected near the site of the present house of worship of the society. It was used till 1859, when the present edifice was built. It is of brick with a stone basement, and is forty by sixty feet in size. It is pleasantly located on an elevation a short distance from the Manchester road.

ST. MALACHY'S CATHOLIC CHURCH was organized in 1839 with only a few members. During many years it was visited by priests from the Cathedral at St. Louis, and afterwards from St. Peter's Church at Gravois (Kirkwood). Among those who ministered to this congregation may be named Revs. Jacob Meller and H. Van der Senden. In 1869, Rev. H. V. Kalmer was appointed parish priest, followed by Revs. James Becker, 1874; A. Mayer, 1875 (died); P. Bonaventura, O.S.F., and P. Matthias, O.S.F., 1875; H. V. Kalmer, 1876; J. F. M. Diel, 1881.

The present church building was erected in 1851. In 1869 a parsonage was purchased for twelve hundred dollars, and the next year an organ was procured at a cost of six hundred dollars, and a lot for a cemetery was bought for eight hundred and twenty-five dollars.

A parochial school has been maintained by this congregation since 1851, first in the church, then in a room in the pastor's residence, and in 1871 a building for the purpose was erected. The present teacher is J. H. L. Kothhoff.

ST. JOHANNES' EVANGELICAL LUTHERAN CHURCH was organized in 1867 with fifteen members. The first place of worship was a dwelling-house that was purchased and fitted up for the purpose on the site of the present church, a short distance from the rock road. In 1869 the present church edifice was erected at an expense of two thousand dollars. It is a tasteful wooden structure, thirty by fifty feet in size. A parsonage near the church was built in 1871 at a cost of five hundred dollars. The present membership is thirty-two. The pastors have been Revs. Frederick Koeving, 1867; Armen Hauf, 1869; — Ries, 1869; William Stoeffler, 1871; and the present pastor, Frederick Schmidt, 1878.

MAENNERCHOR AND OTHER SOCIETIES.—At a picnic held on the 4th of July, 1880, by the German population of Manchester, the subject of forming a singing society was agitated, and as a result a meeting for the purpose was held on the 8th of the same month, at which the Maennerchor was organized by the adoption of a constitution and the election of the following officers: William Schroeder, president; Charles Schroeder, vice-president; William Kruse, treasurer; and Henry Seibel, secretary. The object of the society, as set forth in its constitution, was "the cultivation of vocal music and a refined social intercourse among its members."

For the want of a better place the society met during a year and a half in a room over a blacksmith's shop. In 1881 a Saenger Hall, thirty-six by fifty feet in size, was erected, finished in appropriate style, and dedicated on Christmas-day of that year.

The society was incorporated on the 14th of February, 1882, and it has since, as well as before, been highly prosperous, and an addition to the hall has become necessary. It was the pioneer institution of the kind in the county of St. Louis. The present number of members is seventy-four. The presidents of the society have been William Schroeder, Charles Schroeder, and the present incumbent of the office, Henry Steffen. The musical directors have been Caspar Roesslein and the present director, H. W. Dreyer.

On the 4th of July, 1882, the society was presented by the ladies of Manchester with a silk banner, the cost of which was one hundred dollars.

Bonhomme Lodge, No. 45, F. and A. M., was organized in the early part of 1841, with Peter Kincaid, W. M.; A. C. Tindal, S. W.; Lewis Dozier, J. W.; I. F. Hale, Sec.; William Bassett, Treas.; Frederic L. Billon, S. D.; Vespian Ellis, J. D.; and Caleb Carman, Tyler.

The first lodge-room was in the old hotel that was

built in 1830. The Past Worshipful Masters have been, in succession, Peter Kincaid, Dr. William Basset, I. F. Hale, H. H. Duval, John Shotwell, Dr. A. B. Barbee, W. D. Clayton, Vincent Henderson, Dr. James H. Hall, Thomas Ennis, James M. Brewer, John H. Brewer, Charles McQuerry, and Dr. G. W. Wyatt.

The present officers are Kennett Shotwell, W. M.; Dr. Clay Wyatt, S. W.; James M. Brewer, Sec.; John D. Woody, Treas.; John H. Brewer, Tyler. The lodge has been prosperous from the first.

Manchester Lodge, No. 435, K. of H., was instituted Jan. 29, 1877, with ten members. The first officers were George Straszer, P. D.; James M. Brewer, D.; William Overbeck, V. D.; C. H. Corbin, A. D.; R. Padensteeher, R.; R. M. Higgins, F. R. The P. D.'s have been, in succession, J. Brewer, R. M. Higgins, Henry Dietrich, George Straszer, Jacob S. Gates, Jacob Esehenbrenner, J. H. Schaberg, and William Overbeck. The present officers are J. H. Schaberg, P. D.; William Overbeck, D.; Jacob S. Gates, V. D.; Henry Seibel, A. D.; George Straszer, R.; Henry Dietrich, F. R. The lodge has a membership of thirty-eight, and has a surplus of two hundred dollars in its treasury.

St. George's Branch, No. 24, of the Catholic Knights of America, was organized June 5, 1882, with thirteen members. The officers are Victor Nichols, president; S. J. Clark, vice-president; William Kurtenbaek, secretary; and Bernard Schuh, treasurer. It is a life insurance and general aid society.

Ballwin is a town of three hundred inhabitants on the Manchester road, twenty miles west from St. Louis. It derived its name from John Ball, who in 1804 came here and located a farm where the village now is. In 1837 he laid out the town in blocks, each two hundred and nine feet square, and consisting of four lots. One of these blocks was relinquished to the town for a Methodist Episcopal Church, and another adjoining it for a burial-ground. The lots thus laid out were sold as they were required by those who came to make the town their residence, but the early growth of the place was not rapid. Ten years after it was founded there was a store here, kept by Thomas Nichols, also a tavern by John C. Hartman, and a blacksmith-shop, carried on by Henry Harman. At that time there were twelve dwellings in the town. Since then its growth has been gradual and steady till it has reached its present size. An addition to the town of nine blocks has been made, and all have been sold. There are now here four general stores, two hotels, a saddler, two shoemakers, a cabinet-maker, and two blacksmiths.

In 1849, Frederiek Schelp established at Ballwin a manufactory of wagons and agricultural implements in a small way. The business gradually increased till 1854, when the establishment was burned. It was immediately rebuilt on a larger scale and the business continued.

In 1873 a new and larger shop was rebuilt in place of this, which was demolished. Since that time facilities have been added as the business has increased, till nine hands are constantly employed. The manufacture of light carriages has been added to the business, for the supply of the home market and for shipping. Since 1881 the business has been conducted by the firm of F. Schelp & Sons.

METHODIST EPISCOPAL CHURCH.—A Methodist Episcopal Society was first organized here in 1846, consisting of twelve members. The first place of worship was a small log building erected by Mr. Ball for church and school purposes. In 1855 a frame church building, twenty-four by thirty feet, was erected at a cost of one thousand dollars. This was used till 1870, when it was converted into a public school-house, and the present tasteful brick edifice was erected. This stands on the Main Street of the town, is thirty-five by fifty-five feet in size, and cost four thousand five hundred dollars. The society owes no debt.

The pastors who have served this society have been Revs. H. Hahman, 1846; John Keck, 1848; John Hoebner, 1849; H. Ellerbeck, 1850; C. Hoeek, 1851; W. Bollert, 1853; H. Toelle, 1854; C. Bonn, 1855; H. W. Schmidt, 1857; W. Koenicke, 1858; W. Floreth, 1860; G. Boeseng, 1862; John Roelle, 1864; Henry Meyer, 1867; U. Roeder, 1868; W. Schwind, 1871; C. Ska, 1873; J. M. Dewein, 1874; H. Pfaff, 1877; W. Schwind, 1879; Th. Hehner, 1881. The membership is eighty-one.

MISSIONARY BAPTIST CHURCH (COLORED) of Ballwin was organized about thirty-five years since. In the absence of records but little can be learned of its history. It has a framed house of worship, and about twenty members. The pastors that are remembered were Revs. Emmanuel Cartwright, Willis Stafford, and Tinley Lucas.

ST. MATTHEW'S LODGE, F. AND A. M. (Colored), was organized in June, 1881, with Moses G. Mass, W. M.; Samuel Taggart, S. W.; and Frank Darby, J. W., and five members. It has now sixteen members, and James Powell is W. M.; Frank Darby, S. W., and Thomas Salerne, J. W.

Fenton.—The town of Fenton was laid out early in the present century by William Long, and was named in honor of the female branch of his family.

During many years it had very little the appearance of a village; no more than two families resided there till 1838. In that year a store and a saw-mill were erected at this place by James Hibbert, and in 1842, Samuel T. Vandover and David Sigler established small stores (Mr. Hibbert having removed) in log buildings, neither of which is now standing. At about the same time when Mr. Vandover opened his store he started the first blacksmith-shop here, and during many years the village consisted of no more than six families. In 1833, Mr. Vandover, Caleb Bowles, Samuel Rudder, and several other residents of the vicinity established a private ferry over the Meramec River, on the south side of which the town is located, and in 1835, Jabez Ferris established at this point the first public ferry, which he conducted till his death in 1848, after which Mr. Vandover and Mr. Bowles carried it on till the erection of the bridge over the river here. This bridge was built in 1854-55 by a company that was chartered by the Legislature. Of this company Samuel T. Vandover was the first president, followed in 1862 by Isaac Sullens. The bridge was built by J. C. Hall, contractor, and its cost was nineteen thousand dollars. By a provision in the charter the county might at any time become the owner of this bridge by paying for the stock held by individuals. This was done in 1874, and the bridge became free. It is a wooden Howe-truss bridge, built on piers, and it has a length of four hundred and eighty feet. This bridge affords a crossing for the Gravois road, which connects Fenton directly with St. Louis. The town has grown to its present size (about one hundred and fifty inhabitants) within the last twelve years. In 1882 a fire occurred which consumed four buildings in the centre of the town.

Fenton was incorporated Dec. 28, 1874. The first board of trustees was composed of Jacob Fritschle, James M. Bowles, Charles Williams, Henry Temper, and E. J. Thurman. The presidents of the board have been Jacob Fritschle, 1874; E. J. Thurman, 1876; Henry Temper, 1877; John Desalme, 1879; Henry Temper, 1880; John Desalme, 1882. The clerks of the board have been James M. Bowles, 1874; Anthony Roberts, 1876; and Frederick Weh-meyer, 1879. The town has two stores, one hotel, one drug-store, one wagon-shop, one blacksmith-shop, one shoe-shop, and two physicians.

Many years since a saw-mill was built at Fenton. On the foundation of this, in 1872, James Halpine erected a corn- and flour-mill, and this he sold to Henry Temper in 1875. On the site of this Mr. Temper in 1878 erected the present Fenton Flouring-

Mill. It is a frame building, forty-two by twenty-four feet, besides the stone engine-house which ad-joins it. It has three run of stones and a set of rollers, and the machinery is driven by an engine of fifty horse-power. It is a merchant mill, and the flour manufactured here is sold in St. Louis and in various other markets in this region. About twenty thousand barrels of flour are annually manufactured in this mill. The barrels for this flour are made in a cooperage which is carried on by Mr. Temper. Twelve hands are constantly employed at this establishment.

FENTON METHODIST EPISCOPAL CHURCH SOUTH.—At an early day a class was in existence in the vicinity of Fenton, and the name of William Brock is remembered as one of the early leaders of this class. Thomas Williams is remembered as the first local preacher here.

A society was organized about 1830, and services were held in the houses of Thomas Williams and others in the vicinity. A small log church, which is still standing, was erected on the Gravois road previous to 1840, and here the society worshiped till 1860. In that year the present church edifice was erected in Fenton. It is a neat frame building, thirty by thirty-five feet in size, and its cost was one thousand dollars, which was paid before the dedication of the church, and the society has now no debt.

In 1844 the society became divided, a portion affiliating with the Methodist Episcopal Church North. This schism has ceased to exist. A portion of the records of this society have been lost or mislaid, but the following names of preachers who have served the church are remembered: Revs. J. N. W. Springer, William Alexander, T. M. Cobb, George W. Horn, Nathaniel Talbott, John W. Robinson, and J. M. Clayton. Others whose names cannot be recalled have officiated here.

ST. PAUL'S (CATHOLIC) CHURCH, FENTON.—A church building was erected in Fenton in 1879, and services were first held in it on Christmas in that year. It is a wooden building, thirty-two by twenty-six, and its cost was thirteen hundred dollars.

The congregation consists of about forty families, one-half of whom are German, and services are held in both German and English. The congregation is served by the pastor of St. Peter's Church in Kirk-wood. Although this is a young organization, it has no debt.

FENTON LODGE, No. 281, F. AND A. M., was organized May 2, 1868. The charter members were H. S. Jacobi, W. M.; — Stelham, S. W.; A. Bowles, J. W.; T. S. Long, S. D.; James Bowles, J. D.; John R. Vandover, Sec.; William L. Pipkin,

Treas. ; John T. Hawkins, Tyler ; William Barnett, Martin C. Helterbrandt, Thomas Byrns, Leonidas Wilson, Larkin Williams, W. A. Pratt, and S. B. Belew, nearly all of whom came from Bonhomme Lodge, No. 45, at Manchester.

The Past Masters have been H. S. Jacobi, Anderson Bowles, T. S. Long, James A. Bowles, Samuel T. Vandover, H. F. Steinhauer, B. F. Holecombe, E. J. Thurman.

The present officers are H. F. Steinhauer, W. M. ; William Stafford, S. W. ; David Bowles, J. W. ; John H. Wilkins, Sec. ; Henry Temper, Treas. ; George W. Anderson, S. D. ; Jeremiah Strickland, J. D. ; and John McDonald, Tyler.

The lodge has always met in its own hall. It has one thousand dollars invested. The present membership is fifty-one.

FENTON LODGE, No. 180, A. O. U. W., was organized in February, 1880, with the following charter members : Frank Stowe, P. M. W. ; George W. Anderson, M. W. ; John Brummer, F. ; Albert Cable, O. ; William Brethold, R. ; Frederic Schisler, F. ; Peter Brossard, R. , Frank Weber, G. ; Andrew Payne, I. W. ; William Kohler, O. W. ; Peter Barton, Charles Heller, Henry Hoffmeister, William Schisler, Otto Spitz, William Young, and John Zufall.

The presiding officers of the lodge have been George W. Anderson, Frank Stowe, John H. Wilkins. The present officers are Cornelius Dillon, M. W. ; Otto Spitz, F. ; John Stouse, O. ; William Brethold, R. and F. ; Peter Brossard, R.

One death has occurred in the lodge since its organization. The membership is twenty-five, and the lodge is prosperous.

Kirkwood.¹—“The town of Kirkwood was founded in the early part of the year 1853. During that year the Pacific Railroad was in process of construction. H. W. Leffingwell, R. S. Elliott, and others, being impressed with the necessity of a suburban home for families who desired pure air, and to rear their children away from the contaminating influences of a large city, initiated a movement to build a town on some high, healthy locality on the line of the Pacific Railroad, a short distance from and easily accessible to St. Louis.

“An association was organized composed of forty persons, including many of the best men of St. Louis, for the purpose of selecting and purchasing a site for the town. This duty was by the association assigned to H. W. Leffingwell and William R. Pry. They ex-

amined several eligible localities east of the one finally selected, but at last determined to ‘cast their lots’ among the beautiful groves where since has grown the pleasant and substantial town of Kirkwood.

“They purchased of Owen Collins one hundred and twenty acres for twelve thousand dollars, of Thomas Wash eighty acres for six thousand four hundred dollars, and A. S. Mitchell forty acres for three thousand dollars, making two hundred and forty acres for the town site, at a cost of twenty-one thousand four hundred dollars.

“The grounds were then surveyed and divided into forty blocks, and these blocks sub-divided into lots, and wide avenues and one street were laid out at right angles, as follows : Beginning on the north and going south were established the avenues named Washington, Adams, Jefferson, Madison, and Monroe, with Main Street located between Jefferson and Madison Avenues ; on the west and going east, Jackson, Van Buren, Harrison, Clay, Webster, Taylor, and Fillmore Avenues, leaving off the names of some of our illustrious Presidents and substituting the no less illustrious names of Clay and Webster.

“The hotel block they then located on the west side of the town block bounded by Webster, Jefferson, and Taylor Avenues and Main Street, and a hotel of rare architectural beauty, fronting on Main Street, was erected at a cost of fourteen thousand dollars. This hotel was destroyed by fire in December, 1867.

“The lots were sold at auction May 26, 1853, the prices ranging from two hundred dollars to seven hundred dollars per acre. The name of the town was then to be selected, and the very appropriate and euphonious name of ‘Kirkwood’ was proposed by Mr. R. S. Elliott and adopted by the association, partly from respect to James P. Kirkwood, then chief engineer of the Pacific Railroad, and partly in view of the fact that the building of churches (kirks) in the wood or groves of the town was already contemplated, thus suggesting Kirkwood.

“The year following there were added to the town blocks on the east and south, divided by the following streets and avenues : On the east, Smith and Walker Streets and Clark and Holmes Avenues ; on the south, Scott, Elliott, and Leffingwell Avenues.

“The first charter incorporating the town was granted by the Missouri General Assembly, Feb. 20, 1865, and amended Feb. 27, 1869.”

In 1870 the population of the town was twelve hundred. In 1880 it was reported by the census marshal at twelve hundred and eighty, but this was believed to be less than the true number. It is now (1883) estimated at two thousand.

¹ This sketch of this town was prepared by W. S. Stewart in 1875, and embraces the main facts in its history to that time.

The following have been officers of the town since its incorporation :

TRUSTEES.—1865, H. W. Leffingwell, Albert G. Edwards, Richard S. Elliott, William T. Essex, Lucius D. Moore, Francis Berg, Henry T. Mudd; 1866, J. W. Sutherland, Francis Berg, Albert G. Edwards; 1868, Richard Holme, John Pitman, Joshua L. Tracy, August Metzfeldt; 1869, Thomas L. Mills, Armstead O. Grubb; 1871, Lemuel G. Pardee, Theodore Hegee, Michael Higgins; 1872, John Pitman, Joseph R. Matthews, William Armintrout; 1874, A. B. Garrison, Matthew W. Leet, Levi House; 1876, John W. Andrews, William T. Essex, Joseph R. Matthews; 1878, James B. Roberts, Henry A. Hyatt, Charles A. Lawton, George W. Tracy, Matthew W. Leet; 1880, George H. Gill, John W. Andrews, Dr. John Pitman; 1882, H. A. Hyatt, George W. Tracy, M. W. Leet.

CLERKS AND EX OFFICIO TREASURERS.—1865, Francis Berg; 1871, Thomas L. Mills; 1872, Lemuel G. Pardee; 1873, Niram H. Allen.

CLERK.—1874, Niram H. Allen.

TREASURER.—1874, Niram H. Allen.

MARSHALS.—1865, Henry S. Allen; 1866, Lemuel G. Pardee; 1869, James Martin; 1871, James W. Musiek; 1873, John W. Matthews; 1876, William Armintrout; 1878, John C. Farris; 1882, John H. Hayes.

RECORDERS.—1869, Lemuel G. Pardee, Egbert W. Halsey, John W. Sutherland; 1871, Lemuel G. Pardee; 1873, Hugo S. Jacobi; 1878, Cortez A. Kitchen, William S. Stewart.

ATTORNEYS.—1873, James S. Cornwell; 1875, William S. Stewart; 1877, William S. Bodley.

The town has two general stores, five grocery and variety stores, two drug-stores, two boot and shoe stores, three restaurants, one bakery, one wagon-shop, two blacksmith-shops, one barber, one livery-stable, two wood and coal yards, one jeweler, two tin-shops, two attorneys, and two physicians.

THE ATHENÆUM in Kirkwood was erected by a joint-stock company called the Kirkwood Hall Association. The capital stock of this company was fifteen thousand dollars, in shares of one hundred dollars each. It was erected in 1874, on the corner of Webster and Adams Avenues. It is two stories in height, and the second story has a large hall, with stage and scenery, and is designed for lectures, dramatic entertainments, etc. The first floor is fitted up for entertainments of a different character, such as fairs and festivals. Prominent among the promoters of this enterprise were George H. Gill, Enos Clark, John W. Andrews, and A. W. Fleming.

KIRKWOOD LODGE, No. 484, F. AND A. M., was organized under dispensation on the 4th of November, 1873, with the following members: M. D. L. Buel, W. M.; John W. Wade, S. W.; W. H. Fanning, J. W.; Theodore Heege, Treas.; Henry T. Mudd., Sec.; Wesley P. Reckart, S. D.; Oswald Sturdy, J. D.; Edward N. Moody, Tyler; and Edwin B. Sprague and Charles Rossington.

The Worshipful Masters since the organization of the lodge have been Henry T. Mudd, 1876; Hugo S.

Jacobi, 1877; Peter C. Somers, 1879; Benjamin L. Hickman, 1880; James B. Wilde, 1882. The present officers are William C. Bragg, W. M.; George C. Brand, S. W.; Edward H. Lyeett, J. W.; Theodore Heege, Treas.; Hugo S. Jacobi, Sec.; Jacob H. Hawkins, S. D.; John Wilson, J. D.; Rudolph Paehenstecher, Tyler. The lodge has a fund of several hundred dollars invested.

MORNING STAR LODGE (COLORED), F. AND A. M., was organized in the summer of 1879, with N. B. Morris, W. M.; Daniel Oakes, S. W.; and James Beyers, J. W. The lodge met first on the corner of Webster and Madison Avenues, then on the corner of Main Street and Clay Avenue, then at its present hall, on Madison Avenue, between Clay and Webster Avenues.

The present W. M., N. B. Morris, has served the lodge in that capacity from the first. Stephen Thurman is S. W., and Alexander Fletcher, J. W. The lodge has now eighteen members.

KIRKWOOD COUNCIL, No. 8, LEGION OF HONOR, is an order which was founded in St. Louis in 1879. It is at the same time a social and beneficiary as well as mutual life insurance association. Its jurisdiction is limited to the city and county of St. Louis, and it now (1883) numbers about three thousand two hundred members. This council was organized in October, 1879, with twenty charter members, of whom James B. Wilde was chancellor. The present chancellor is William C. Bragg. The council has been quite prosperous, and has lost by death only one member.

KIRKWOOD COUNCIL, No. 616, ROYAL ARCANUM, was organized in April, 1882, with seventeen charter members. The officers are Henry Hough, Regent; E. H. Lyeett, Vice-Regent; H. A. Hyatt, Past Regent; William Dingo, Recorder; and Samuel Snead, Treasurer. The council numbers twenty-two members.

ST. PETER'S CATHOLIC CHURCH.—The records at this church do not show when a mission was established at this point, but from records in existence at St. Mary's Church, St. Louis, it is learned that it was early visited by Rev. Philip Borgna, C.M., vicar-general of St. Louis.

In 1838 it was visited by Rev. Bernard Allen, S.J., and in 1839 Rev. Peter R. Donnelly became the first resident priest. From 1841 to 1854 it was visited by various priests, among whom were Fathers John Baptist Fischer, Joseph Mehlville, and John Hennessy, present Bishop of Dubuque.

In 1854, Rev. James O'Hea resided at Kirkwood. In the summer of 1855, Rev. James Meller became

resident pastor, and remained till 1863, when Rev. H. Van der Lenden succeeded him, and remained till 1874. After him came Rev. Thomas Bonacum, followed by Rev. James J. Dougherty, who was succeeded in 1878 by Rev. G. D. Power. The present pastor is Rev. B. G. Stemker.

In 1834 a rock church existed in Kirkwood (then called Gravois), and it is probable that it was built in 1832. About 1850 it was enlarged, and in 1863 a school-house was built and a parochial school established. In 1865 the site of the present church was purchased, and on the 26th of May, 1867, the corner-stone was laid by Very Rev. Joseph Melcher, vicar-general. The Most Rev. Bishop of St. Louis had promised to dedicate the church on the 19th of July, 1868, but being ill and unable to do so, it was then occupied without dedication. It was blessed by Bishop Ryan, July 4, 1875, while yet unfinished.

PRESBYTERIAN CHURCH.—In October, 1854, Rev. J. F. Fenton organized this church with the following constituent members: Henry Singleton, Mrs. Marsena Singleton, Mr. and Mrs. — Beman, Robert Yates, Mrs. Fenton, and Dr. William Sale. The elders were H. Singleton, Robert Yates, and Mr. Beman. This was during three years the only Protestant Church in the town. The first place of worship was a small log school-house, but in 1856 the present church edifice was erected. It is a brick structure, with a seating capacity of three hundred. The exterior of this building is plainly finished, but the interior has recently been fitted up by the ladies of the congregation in very fine style. The first pastor was Rev. J. F. Fenton, who was succeeded in 1858 by Rev. Edward Sickles, and he, in 1862, by Rev. Allen Maxwell, who remained about three and a half years. The church was then without a regular pastor till July, 1867, when the present pastor, Rev. John R. Warner, was called. The society has from its organization been generally prosperous, and it has now no debt. The worshippers number about two hundred.

GRACE EPISCOPAL CHURCH.—The first Episcopal services in Kirkwood were conducted by H. I. Bodley, a lay reader, in his house, in 1854. He continued to hold such services in Kirkwood till April, 1859, when a parish under the above name was regularly organized, with A. S. Mitchell, H. W. Hough, II. I. Bodley, R. S. Elliot, H. Clay Hart, James Riley, and Thomas Kelly, Jr., as vestrymen.

The corner-stone of the church was laid in August, 1859, and it was consecrated on Whitsunday, 1860. It is a stone edifice, thirty-five by seventy-eight feet, with a spire eighty-three feet in height, and its cost was twelve thousand dollars. A rectory was built in 1866,

on ground purchased for the purpose, at a total cost of six thousand dollars.

Mr. Bodley continued to conduct lay services till September, 1864, when Rev. George K. Dunlap was called as rector. He continued till October, 1880, when he was elected Bishop of Arizona, and was succeeded by the present rector, Rev. F. B. Scheetz.

At the time Bishop Dunlap became rector the number of communicants was twenty. The present number is one hundred and fifty-two. The parish has no debt. Additions and alterations to the church, the cost of which will be one thousand dollars, are now (1883) in progress.

METHODIST EPISCOPAL CHURCH SOUTH.—This church was organized in 1869, with eighteen members, by Rev. W. D. Shumate, in a hall. Rev. John N. Robinson served the church three years, and was succeeded by Revs. J. S. Frazier and B. R. Throver during the next three years. Then followed J. B. McFerrin and Rev. William M. Leftwich, each one year; Rev. J. D. Johnson, one year; then Rev. J. L. Spencer, three years; Rev. J. C. Berryman, one year; Rev. J. J. Watts, one year, and the present pastor, Rev. J. Dines, who came in 1882. By reason of the fluctuating population here the membership has varied greatly. At present (1883) it is fifty, and the society is prosperous.

The congregation first worshiped in Armintrout's Hall, on Main Street, and subsequently in a church on Clay Avenue. The present church edifice, on the corner of Clay and Adams Avenues, was built in 1877. It is a frame structure, with a seating capacity of two hundred, and its total cost was two thousand dollars. The church has no debt.

BAPTIST CHURCH.—Prior to 1870 no Baptist Church organization existed in Kirkwood, though a few members of the denomination resided in the town. July 30th of that year the church was organized with the following constituent members: Dr. B. F. Edwards, Mrs. Eliza Edwards, James Dunham, Mrs. Jane Dunham, Miss Mary Dunham, Allen Jack, Mrs. Maria Jack, J. W. Finley, Mrs. Ellen Finley, P. H. Abrams, Mrs. Angelina Burns, and Mrs. M. W. Leet.

The first place of worship was a rented room in a building now owned by Dr. Pitman, on Webster Avenue, next to the railroad, afterward in an upper room of a building on the corner of Webster Avenue and Main Street. The present church edifice was completed and first occupied in May, 1874. It is a brick building, with a seating capacity of three hundred. It stands on the corner of Webster and Washington Avenues. Its cost was four thousand dollars.

The first pastor was Rev. J. R. Downer, followed, in 1873, by Rev. E. H. Sawyer, and he, in 1875, by Rev. T. C. Coffey, who was succeeded by Rev. William Elmer in 1876, and he by Rev. T. J. Davis in 1878. The present pastor, Rev. J. D. Biggs, was called in 1881. The present membership is forty-five. The church has no debt.

CONCORDIA EVANGELICAL LUTHERAN CHURCH.—In the spring of 1873, Peter Bopp, a citizen of Kirkwood, erected at his own expense a church edifice on Madison Avenue, between Clay and Webster Avenues. The cost of this building was one thousand dollars. In this in May of that year the Evangelical Lutheran Society was organized. The use of the house was given to the society free of rent during three years, at the end of which time the congregation purchased it. Its size is twenty by thirty feet, and its seating capacity is one hundred. At its organization the society numbered twelve, and the number of worshippers is now about seventy-five. A parochial school, in which the German and the English languages are taught, has been maintained during a portion of the time since the church existed here. Professor Martin Guenther has been the pastor from the first.

ROSE HILL BAPTIST CHURCH (COLORED).—The records of this church are lost, but from the recollections of members it is learned that the society was organized in 1870 by Rev. Emmanuel Cartwright, with Willis Mitchell, Mary Hale, Jane Rome, Kirke Gray, Maria Gray, and Alonzo Thomas as constituent members. During the same year the present house of worship was erected at a cost of six hundred and thirty dollars.

The pastors of the church have been Revs. Enoch Bolden, 1870; Willis Stafford, 1872; John Grant, 1874; Jerry McClandingham, 1876; John Johnson, 1881; W. E. Wilson, 1881; C. W. Lewis, 1882; and the present pastor, Finley Lewis, 1882. The society has no debt.

THE SECOND BAPTIST CHURCH (COLORED) was organized in 1878 with thirty-three constituent members. During two years the society worshiped in a rented house, but in 1880 a frame church building was erected at a cost of one thousand dollars, all of which has been paid.

The pastors have been Revs. George Clark, 1878; and the present pastor, Frederick McKinney.

A. M. E. CHURCH.—In the absence of records it cannot be learned when this society was organized, or when its house of worship was erected. It has at different times been a charge on the same circuit with one at Carondelet, and with another at Labadie, but

in 1879 it became a station. Its house of worship is a frame structure, forty-two by twenty-two. Its estimated value is one thousand dollars, and the society has no debt.

The following clergymen are known to have served this society: Revs. J. W. Early, 1864; J. C. Embury, 1865; Moses Dickson, 1868; James Madison, 1870; I. N. Triplet, 1872; W. A. Dove, 1874; W. H. Sexton, 1875; D. W. Oaks, 1879; Hubbard Casper, 1881; and the present pastor, N. S. Parks, 1882.

KIRKWOOD DISTRICT SCHOOL.—Prior to the incorporation of the Kirkwood School District the schools were conducted under the public school system of the State. By an act approved Feb. 17, 1865, the town was made a special school district with a board of six directors, two to be chosen annually, and to serve during three years:

In 1866 a lot was purchased at a cost of two thousand dollars, and a temporary school building was erected at an expense of two thousand five hundred dollars, and a church building was rented for a colored school. In 1869 a brick school-house with four school-rooms was erected on Jefferson Avenue, between Clay and Harrison Avenues, at a cost of eight thousand five hundred dollars, and school was first opened in this in December of that year. In 1870 a lot was purchased and a building fitted up on it for a colored school. In 1876 two rooms were added to the brick school-house at a cost of sixteen hundred dollars, and in 1880 an addition was made to the colored school building at a cost of seven hundred dollars. The school property has now an estimated value of twelve thousand dollars.

In these houses good schools are maintained, under five teachers in the white and two in the colored department. The average attendance is three hundred, though the number of children of school age is much greater than this.

The people of Kirkwood look with a laudable pride on the schools which they maintain, where the children of the wealthy and the indigent alike may receive such an education as to prepare them to fill with honor any ordinary position in life.

KIRKWOOD SEMINARY.—Sept. 5, 1861, this institution was founded on as modest a scale as ever a school started. It opened with seven scholars, supplied with different text-books, in a little room filled with heterogeneous furniture. Kirkwood was then a small village, twelve miles from St. Louis, founded only a few years previously, and with no school of any description. Its churches were struggling into existence. The civil war had divided its population

into bands, and brought an element of discord into what had been a happy and neighborly suburb. No one who has not passed through such scenes can realize the bitterness of feeling that separated old, attached neighbors. Kirkwood being outside of the forts and guns of St. Louis, there was a possibility of danger; and the occasional visits of United States soldiers, hunting for spies and rebel mails, the drilling of the Union militia, and the presence of bushwhackers, real and supposed, all constituted an atmosphere in which it was hard for a school flying the Union flag to receive the support of the entire community. Good hard work had to be done at the foundation, and the discipline and thoroughness of the school had to be such as to command the regard of the community in spite of bitter sectional prejudices. In the first year the school quadrupled its numbers, and for three years rented rooms as it could get accommodations for its increasing numbers, when the citizens of Kirkwood, thinking that the school should be put on a permanent basis, subscribed in 1864 for a small building. Among the early and staunch friends of the school were John A. Allen, of the firm of Claflin & Allen, T. J. Albright, Hudson E. Bridge, John Hoffman, and Gen. A. G. Edwards, of the United States treasury, St. Louis. Hudson E. Bridge, of the firm of Bridge, Beach & Co., selected the site and purchased the ground, giving to the principal a bond that she might purchase it at any time at the price which he had paid. When the land had appreciated four hundred per cent. in value it afforded his generous nature great pleasure to sell it to the principal at exactly the original price, less one hundred dollars donated to the school.

The following year, the school having increased so that the principal, Miss Anna E. Sneed, could not do justice to all, it was deemed advisable to add another room to the building, and Miss Mary C. Sneed took charge of the musical and primary departments. The house was then a little brown structure in the woods with two rooms. The squirrels, rabbits, and birds in the woods, the wild-flowers all around, and the total absence of fences were very pleasant features in those days.

Dr. Henry T. Mudd, of St. Louis, cut through the scrub-oaks a path which extended over the lots where are now the Catholic Church, public school, and many private residences.

In 1866, Miss Hattie E. Sneed was added to the corps of sisters that made the faculty of the school, and as, in the opinion of Mr. Bridge, it was unadvisable to add another room, as "it would make Kirkwood Seminary look too much like a ropewalk," it was

judged best to discard the small building altogether, and erect one large enough to accommodate the school for some years. A year was spent in planning, and the summer of 1868 saw a two-story building, with a large audience hall, recitation- and music-rooms, occupying its place.

The school was incorporated under a liberal charter that empowered it to confer degrees and diplomas, and conveyed to it all powers and rights necessary.

The original incorporators were Hon. E. W. Fox, president; Rev. S. R. Sneed, vice-president; Rev. John R. Warner, secretary; Hudson E. Bridge, Dr. B. F. Edwards, Gen. A. G. Edwards, T. J. Albright, W. S. Woods, John Hoffman, and Anna C. Sneed.

Some years later the faculty was strengthened and new departments were added to the curriculum of study, till it was as full as that of any college in the West for young ladies.

A building for a boarding department began to be very greatly needed. Just then the square of four acres north of the seminary hall, containing a large stone dwelling, beautiful grounds, and the outbuildings, stables, servants' house, etc., came into the market. It was the property of the late William McPherson, and it had long been desired for the seminary. It was purchased in the summer of 1873, and fitted up as a home for young ladies.

Rev. Samuel R. Sneed, who had been for fifty-four years an influential and devoted minister of the Presbyterian Church in Kentucky and Indiana, now gave up his home and came to spend the evening of his life under his daughters' roof, laying down all burdens of care and responsibility, but still blessing his family and the school with his influence and prayers. Here in the summer of 1876 he breathed his last, full of years and honor, and mourned by all, from the highest to the lowest in the community, as a man of faith and prayer and good works.

In 1878 a cousin of the principal's father, Maj. James Hite, of Terre Haute, an old soldier of the war of 1812, and an elder in the Presbyterian Church, made a liberal donation, and lifted the greater part of the incumbrance resting upon the property. The seminary had now good property, suited to educational purposes, ample grounds, furniture, musical instruments, library, the beginning of an art gallery, and the experience and reputation derived from eighteen years devoted exclusively and uninterruptedly to teaching by its principal. It had suffered the loss of several of the original incorporators, Hudson E. Bridge and Dr. B. F. Edwards by death, and others by removal. Hon. E. W. Fox, who for many years had been president of the corporation, had resigned.



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It was deemed advisable that, while the school was unsectarian in its character, it should be distinctly guided by Christian counsel from the different denominations interested in its prosperity, and a new board was constituted, largely consisting of leading ministers and citizens in St. Louis. This board favored the institution with its wise counsel for the term of election, four years; and consenting to serve again, their numbers were increased, and the following constitute the present advisory board of the corporation :

Rev. H. D. Ganse, D.D., president, pastor First Presbyterian Church, St. Louis; Rev. S. J. Nicolls, D.D., vice-president, pastor Second Presbyterian Church, St. Louis; Right Rev. Bishop G. K. Dunlop, vice-president, Santa Fé, N. M.; Rev. C. L. Goodell, D.D., secretary, pastor Pilgrim Congregational Church, St. Louis; Rev. M. Rhodes, D.D., pastor St. Mark's English Lutheran Church, St. Louis; Rev. W. V. Tudor, D.D., pastor St. John's Methodist Episcopal Church South, St. Louis; Rev. W. W. Boyd, D.D., pastor Second Baptist Church, St. Louis; Rev. C. E. Felton, D.D., pastor Union Methodist Church, St. Louis; Hon. John B. Henderson, St. Louis; Col. George E. Leighton, St. Louis; Carlos S. Greeley, St. Louis; Capt. Thomas W. Fitch, St. Louis; John Hoffman, Kirkwood; O. A. Grubb, Kirkwood; C. H. Oleott, Rock Hill; Dr. H. F. Steinhauer, Sappington; Anna C. Sneed (*ex officio*), Kirkwood.

The long financial depression over the country was passing away, and in 1880 it was found necessary to build a small addition to the stone dwelling to accommodate the ever-increasing number of boarders. This was not sufficient, and it was deemed advisable to erect a large building, with suitable parlors, dining-room, and accommodations for a family of fifty.

The annual report of the principal, April 25, 1881, said,—

"Last year we were compelled to build sufficiently to accommodate fifty per cent. more boarding pupils than before, and hardly had we finished before the dear ones, who came up to us from different States and Territories in our broad West, were crying in our ears, 'The place is too strait for me; give place to me that I may dwell.'

"We therefore considered our needs deliberately during the past winter, have planned leisurely, with the aid of a skillful architect, J. G. Cairns, Esq., St. Louis, submitting his drawings and estimates to different members of our board from time to time, and so great has been the prosperity of the school and the whole country that we have determined, with your approval, to provide accommodations for twice the present number of pupils. The drawings, perspective, etc., have been laid before you at the former meeting, and our contracts only await your approval, and then we 'will arise and build.'"

Ground was broken for the new building April 26, 1881, and when the 3d of September came the stately new structure was not only complete, but the carpets, curtains, furniture, and even the immense furnaces were in place. This was the summer of 1881, remarkable for its intense heat and sunstrokes, and the short time in which the building was erected is truly

complimentary to the energy of the architect, the contractors, and the principal.

Since then the building has been filled to its utmost capacity with enthusiastic teachers and devoted and faithful pupils.

This institution, in its training, aims to give efficiency and earnestness to character, deepen conscientiousness, and make faithful, devoted, unselfish, and energetic women of those committed to its care, ranking these things as of higher value than its excellent and thorough training in the arts and sciences and all the branches of a liberal education; and as a bright testimony to its success it may point to its honored graduates, educated women and true ladies, serving their generation as wives, mothers, and teachers in many States. The faculty of the seminary have given especial attention to instruction in fine art, as a glance at the specimens hanging in the parlor, and at the carved mantel-piece which reaches to the ceiling, all the designs and work of the principal, will show.

This brief sketch is appropriately closed with the following report of the board, made in 1882, the twenty-first year of the institution :

"During the summer of the last year Kirkwood Seminary was thoroughly rebuilt, greatly enlarged, and made convenient and attractive in every way. Its homelike interior has especially attracted our attention. The year following has been marked by greater numbers, more enthusiastic work, and increased efficiency in all departments of the school. It is delightfully situated near the city of St. Louis, combining the privileges of the city with country scenes of unusual loveliness and culture.

"Its course of study is well arranged, its teachers are excellent and earnest in their work, and the results of the year's work are highly satisfactory.

"We recommend this institution to parents, not only for the value of its training, but also for its marked Christian character, and we believe that those who intrust their daughters to its careful nurture will be well pleased.

"C. L. GOODELL, Secretary."

The faculty is as follows :

Miss Anna C. Sneed, Principal; Miss Mary C. Sneed, Vocal and Instrumental Music; Miss Jeannette McLagan, Advanced Department and Penmanship; Miss Lily M. Bruner, English Branches and Music; Mrs. Helen E. Barr, Primary Department; Miss Ottilie Holteamp, Primary Assistant; Miss Alice Lathrop, Vocal and Instrumental Music; Miss Mary M. Barr, Music and Kindergarten; Miss Nettie Scheetz, Instrumental Music; Miss Bessie Barr, Kindergarten Assistant; Rev. F. B. Scheetz, Examiner in Latin; Madame L. Tinling, French; Madame M. Steiffel, German; Miss Anna C. Sneed, Art Department; Professor H. M. Butler, Violin; Mrs. S. K. Sneed, Boarding Department.

TOWNSHIP OF CENTRAL.

Central township, so named because of its position in St. Louis County prior to its division, has St. Ferdinand township for its northern boundary, the city of St. Louis on the east, the township of Carondelet

and a part of Bonhomme on the south, and Bonhomme on the west. It has a length of about nine miles between north and south, and an average width of eight miles. It has, like the other townships in the county, a rolling surface, and like them a fertile soil.

A branch of the Des Peres River drains the southern part of the township, and the northern and eastern part is drained by another branch of the same stream. Fec-Fee (said to be a French corruption of the name "Fife") Creek takes its rise in the northwestern part, and discharges its waters into the Missouri River.

Several rock roads traverse the township and converge towards St. Louis, affording more facilities for travel and transportation to and from that city than are enjoyed by any other township in the county. Natural Bridge and St. Charles roads cross the northeastern corner of the township, the Central or Olive Street road and the Clayton road pass through the central part, and the Manchester road traverses the southern portion of the township. Prior to the era of railroads these rock roads were not only avenues of communication between this township and the city of St. Louis, but were thoroughfares over which passed constant streams of emigration towards the great West. This was especially true of the St. Charles road, which was the greatest western thoroughfare.

The township is also traversed by four different railroads. The Missouri Pacific crosses the southeastern corner, the St. Louis, Kansas City and Northern and the West End Narrow-Gauge Roads run through the northeastern corner, and the Laclède and Crève Cœur Lake Railroad passes across the southwestern corner.

With the establishment of the great Western railroad system through travel on the rock roads ceased, but to the easy communication with the city which they afford the prosperity of the township is largely due.

Although in close proximity to St. Louis, Central township was not settled and brought under cultivation earlier than other portions of the county. Of the first settlers here, as in some other portions of the county, many were emigrants from Kentucky and Virginia. Of those who came prior to 1820 the names are remembered by the oldest inhabitants of the Waltons, sons of John Walton, Moores, Sullens, Links, Musicks, Robert Wash, Douglasses, Cabannés, Watsons, Murphys, Gratiots, Freemores, Larimores, Polaskes, Charlevilles, Bumparts, Tessons, Mattocks, Kings, McKutchens, Calverts, Carsons, Tyheans, Warfields, Berrys, Curries, Brothertons, Browns,

Gormans, McDonalds, Longs, Lockharts, Smiths, Padgetts, Clarks, Buchanans, and Timons (of the family of Bishop Timon).

Of those who came about 1820 or soon afterwards were the Fitzgeralds, Moseleys, Hunnemens, Claytons, Dennys, Wyatts, McCoys, McCoslands, Suttons, Taylors, Lewises, Marshalls, Phillipses, Harrisones, Humes, Breckenridges, Shumates, Lacklands, Vaughns, Underwoods, Hangemeads, Hartshornes, Beards, McKnights, Hucksteps, Howsers, Wares, Blackwells, Descomes, Prices, Darbys, Finks, Smalls, Bennets, Bruzes, Guins, Gibsons, Browns, Picketts, Hendersons, Edmundses, Boyntons, McGees, Davises, Barrows, Adamses, Williamses, Robinsons, Barrs, Everitts, Hanleys, Nays, McKelders, and Truesdells. The population of Central township was in 1850, 1133; 1860, 5848; 1870, 8923; 1880, 7845.

The pioneer grist-mill in the township was established in the southwestern part, by David Huckstep, in 1825. It was what was known as a horse-mill, propelled by a wheel that was turned by four horses, and it had one run of rock stones.

In 1830, George Gordon built a steam grist-mill in the northwestern part of the township. It had a run of rock and another of burr stones. It was burned after about twelve years.

Olive Street Mill, three miles east from Crève Cœur Lake, was built in 1873 by a stock company, of which E. H. Stratman was the president. It afterwards became the property of Henry Stratman, and in 1880, J. A. and J. F. Hibbert, under the firm-name of Hibbert Brothers, became owners. In 1881, J. F. Hibbert, the present owner, became sole proprietor.

The mill is a substantial brick building with two run of stones, and it has a daily capacity of fifty barrels of flour. The machinery is driven by an engine of forty-five horse-power. It is a merchant mill. The proprietor is about to introduce rollers and increase the capacity of the mill to one hundred barrels daily.

The first tannery was established in the northwestern part of the township, by a Mr. Moore, about 1815. It had ten vats, and was operated till 1832, when it was abandoned. In 1821, Ralph Clayton erected a tannery near the present town of Clayton. It had eighteen vats, and it was worked by Mr. Clayton till 1856, when it ceased to be operated because of the failure of water. A shoe-shop was also carried on by Mr. Clayton during many years, or till ready-made shoes and boots deprived country shoemakers to a large extent of their occupation.

It is believed that the first blacksmith in the town-

ship was George Carson, whose shop was half a mile west of the present court-house. Other early blacksmiths were James Sutton, on the Manchester road, Mr. McCormick, and Martin F. Hanley.

The pioneer shoe-shop was that of Mr. Clayton. It was during several years the only shoe-shop in the township. Fewer mechanics' shops came into existence in Central township at an early day than would have been established because of its proximity to the city of St. Louis, where shops and mills were set up at a very early period, even before this township was settled to any extent.

Clayton.—Previous to the location of the county-seat no town existed where Clayton now is. When the location of the county buildings was under consideration, Ralph Clayton proposed to donate for the purpose one hundred acres of land. His offer was accepted, as well as that of Mrs. Hanley, who donated four acres, and the county buildings were located there, in accordance with the will of the people, expressed at an election held Dec. 4, 1877. Since that time the town has come to include twenty dwellings, three hotels, one grocery, three printing-offices, three attorneys, one singing hall, and the county buildings. A rapid growth in the future is inevitable.

Ralph Clayton, whose name the town bears, was born Feb. 22, 1788, in Augusta County, Va., of English parents. He resided at his native place till 1820, when he removed to what is now Central township, and located seven hundred acres of land. He at once established a tannery, and at the same time commenced the cultivation of his farm. He continued the business of tanning till 1856, and he still resides on the farm that he first located. He was prominently identified with all that has tended to the progress of improvement in this region. He is now, at the age of ninety-five, in good health, and is quite active. He was married in 1831 to Rosanna McCausland, who died in 1862, leaving three children, who are all now living.

Mount Olive Saengerbund.—This society was incorporated Sept. 4, 1882. Its purpose, as set forth in its constitution, is "the culture of vocal music and social improvement." The society now consists of thirty active and sixty passive members. The meetings have been held in the Mount Olive House, but a new hall at Clayton is nearly completed. It is sixty by one hundred and twenty feet, and is divided into principal hall, dining-room, dressing-rooms, library, etc., and its cost is four thousand dollars.

Methodist Episcopal Church South of Clayton.—Prior to 1881 the Methodists in the vicinity of Clayton worshiped at Mount Olive. In that year the

Mount Olive Society was transferred to Clayton, which had become the county-seat.

The society was organized at Mount Olive in 1860, and in that year a house of worship was erected on land donated by Martin F. Hanley and Cyrene C. Hanley, his wife. This house was for the use of all Protestant societies and for school purposes. The trustees for its erection were William B. Woodson, Jesse B. Underwood, and John Suter. In this house the society worshiped till the removal to Clayton. It is a brick structure, with a basement for school purposes, and the seating capacity of the auditorium is two hundred and fifty.

The basement is used for a school, and the upper room is, according to the terms of the deed, for the use of any Protestant denomination desiring to hold services in it.

Of the clergymen who have officiated at that place, the names are remembered of Revs. D. D. Shumate, — Scroggs, J. S. Frazier, — Treadwell, John A. Robinson, and A. T. Tidwell.

During two years after its removal the society worshiped in a school-house at Clayton, but in 1882 a house of worship was erected, and dedicated on the 7th of January, 1883. It is a frame structure, twenty-eight by forty-two feet in size; its cost was two thousand dollars, and it is unencumbered with debt. The membership is twenty-seven.

The clergymen who have served this society since its removal are Revs. B. R. Thrower, J. R. Hicks, J. W. Cunningham, and William Tyler.

Clayton Democrat.—In the latter part of January, 1877, the *Weekly Mail* was established at Kirkwood by a company, with William L. Thomas as publisher. After a time the establishment was purchased by — Johnson, then in succession by Thaddeus M. Gardiner, Lewis & Stevens, and Thomas P. Diggs, and June 10, 1881, the present editor and publisher purchased the office. While Mr. Thomas was publisher the office was removed to Mount Olive, and by Mr. Gardiner it was taken to Clayton, where the journal has since been published. It is a weekly, and, as its name indicates, it supports the principles of the Democratic party.

The Star-Republican.—The *Western Star* was first published in the fall of 1877 by B. B. Crossman at West St. Louis. In August, 1878, Mr. Crossman commenced the publication of the *St. Louis County Republican* at Kirkwood, and in 1879 the two were consolidated under the name of the *Star-Republican* and published at Clayton, to which place the office was removed in December, 1880, and it has since been published at that place. The journal is the firm and

fearless advocate of the principles of the Republican party and of temperance.

The St. Louis County Waechter.—In 1876, William Raine established this journal in St. Louis, and continued its publication during two years. It was then purchased by C. W. Eek, who removed the office to Clayton in 1880, and has since continued its publication there. It has from the first been published in the German language, and it is the organ of the German Republicans in St. Louis County. The *Waechter* is the only German paper in the county.

The St. Louis County Watchman.—In the spring of 1881, F. W. Rauchenstein became joint proprietor of the office of the *Waechter*, and in the autumn of the same year the firm commenced the publication of the *St. Louis County Watchman*, a Republican journal in the English language. Both journals have since been published by the firm of Eek & Rauchenstein from the same office in Clayton.

The first power-press in St. Louis County was brought here by this firm in the fall of 1881, and the first number of the *Watchman* was printed on it.

Webster Groves.—In 1861, where is now the town of Webster Groves, stood only the railroad depot and a small store kept by Augustus Moody. A few residences also were scattered in the vicinity. All the land north from Lockwood Avenue, except here and there a lot, was owned by John C. Marshall. South from that avenue J. P. Helfenstein, Edward M. Avery, William Gore, William M. Prant, J. Richardson, and Edward Lancaster were the owners of the ground.

Mr. Marshal had, a few years previously, laid out a portion of his land in town lots. In 1861, Charles Connon purchased four of these lots near the depot, and in 1862 erected a greenhouse, to which he has since added eight others. South from Lockwood Avenue the owners of the land have since laid out town lots, most of which were promptly sold.

In 1863-64 an impulse was given to settlement here, and the town commenced a more rapid growth. Real estate advanced greatly in price, and men of business in St. Louis established homes for their families here. The town received its name of Webster from Webster College, which had been located near it, and which was named in honor of the great statesman, Daniel Webster. When a post-office was established here it was found there was another town of Webster in the State, and the word "Groves" was added.

Since 1864 the town has had a steady growth, till now there are within the limits of the school district which includes it (one square mile) fifteen hundred inhabitants. The place has three physicians, three

groceries, one drug-store, one shoe-shop, one tailor's shop, three meat markets, and one blacksmith-shop. Of course the nearness of the town to St. Louis and the excellent facilities for communication prevent the large development of business establishments here.

EMMANUEL CHURCH (EPISCOPAL).—This parish was organized in 1866, and in that year Richard Lockwood erected, at the intersection of Lockwood Avenue and Big Bend road, a church edifice, which he presented to the parish. It is a neat stone building, with a seating capacity of two hundred, and the parish has no debt. A rectory was subsequently built near the church.

The rectors of the parish have been Revs. P. N. Meade, Dr. Easter, A. Battle, Charles Ganthier, and the present rector, Rev. Mr. Griffith.

BAPTIST CHURCH (COLORED).—This was organized in 1867, with thirty members. The society has a house of worship capable of seating about one hundred. The present membership is forty. The church has not enjoyed the ministrations of a pastor during many years, till, in the latter part of 1882, Rev. Samuel Lot was called.

CONGREGATIONAL CHURCH.—Jan. 31, 1866, this society was organized with ten constituent members. The first place of worship was a building known as the chapel, that had been erected for school purposes by William M. Prant, R. P. Strudley, and J. P. Helfenstein. The growth of the congregation necessitated a larger place of worship, and in December, 1869, they removed to the public school-house, where they worshiped during two years. In 1871 the present church edifice, on Lockwood Avenue, between Elm and Gore Avenues, was built. It is a stone structure, with two hundred and fifty sittings, and its cost was sixteen thousand dollars. The society has no debt. The pastors have been Revs. Henry M. Grant, James Cruikshanks, Robert Kerr, Leroy Hand, and E. B. Burrows. The membership is ninety.

PRESBYTERIAN CHURCH.—In March, 1866, this society was organized by Henry A. Nelson, D.D., with twenty-five members. Until the erection of their church edifice the society worshiped with Rock Hill Presbyterian Church, but in 1867 their house of worship was completed, and dedicated February 10th of that year. It is a frame structure, with three hundred sittings, and it stands on the corner of Lockwood and Gore Avenues. It is not encumbered with debt. Their pastors have been Revs. Raphael Kessler, J. Marks, D.D., and the present pastor, P. H. K. McComb. The church has been uniformly prosperous, and the present membership is one hundred and twenty.

WEBSTER GROVES PUBLIC SCHOOL.—Before 1868 no public school was nearer to Webster than Rock Hill, one mile distant. In that year a district of one mile square, including the town, was constituted, and a school building was erected. It is a frame structure, forty by sixty feet in size, and its cost was ten thousand dollars. With a wise provision for the future growth of the town, this house was made of a capacity double the requirements of the population at that time; four school-rooms were finished, only two of which were at first used. The full capacity of the house is now required, and the question of adding to the existing facilities is under consideration. Four teachers are employed, and the aggregate annual attendance is three hundred. A colored school, with one teacher, is kept in another part of the town.

SOCIETIES.—Webster Groves Lodge, No. 1729, K. of H., was organized in August, 1879, with forty-three members, and Charles Connon, P. D., Dr. B. G. Bristol, D., N. D. Thompson, V. D., Charles Knight, R., and Charles Babbington, F. R. The presiding officers have been B. G. Bristol, H. Leven. The present officers are Adrian De Young, D.; William Jackson, V. D.; H. L. Peterson, R.; and Charles Babbington, F. R. The present membership is fifty-five. One member of the lodge has died.

Grove Council, Legion of Honor, was organized on the 15th of December, 1879, with fifteen charter members. The officers were George B. Waters, C.; William Moore, V. C.; Robert H. Thompson, R.; J. M. Steere, T. The Chancellors since have been M. B. Williams, F. D. Booth, and the present incumbent of the office, A. De Young. The other officers are D. S. Willard, V. C.; James MacCausland, R.; and J. M. Steere, T. The present membership is thirty-two.

Des Peres Presbyterian Church.—This is located on the Geyer Maddox road, three miles north from Kirkwood. The present house of worship was erected about 1832. It is a stone edifice, with about one hundred sittings. Of the original constituent members of this church only Mrs. Rebecca McCutchen, now ninety-two years of age, survives. Rev. J. N. Gilbreath was the pastor of this church during about twenty-five years. Besides him the names are remembered of the following pastors: Revs. John Lyons, Joseph Fenton, H. A. Booth, William Lapsley, William Claggett, A. Shotwell, William H. Parks, H. Moreton, and the present pastor, J. Addison Smith. A parsonage has recently been erected near to the church. The society has a membership of fifty, and no debt.

German Evangelical Zion's Church.—As early as

1838 a society existed and worshiped in a log church between the Clayton road and Des Peres. In this building the society continued to worship till 1871, when the present church was erected, near the intersection of the Ballas and Clayton roads. It is a fine brick structure, forty by sixty feet in size, and its cost was eight thousand dollars. There is no debt on the church property. A school-house and teacher's or pastor's residence are near the church, and a parochial school is maintained during a portion of each year.

The pastors of the church have been Revs. E. L. Nollau, 1838; E. Arenlarus, 1841; I. Knaus, 1845; John Wettle, 1846; W. Schueneman, 1850; I. F. Roewing, 1854; C. F. Doehring, 1860; N. Joseph, 1864; I. G. Neuschud, 1870; F. Delveau, 1874; Philip Karbach, 1880; and the present pastor, Christian Irion, 1880.

German Evangelical Lutheran Reformed United Church of Central.—This society was organized in 1844, at a place then called the Bonhomme road, now Olive Street, eleven miles from St. Louis, with about twenty members. A log building was erected, and in this services have since been held. It has a gallery, and its seating capacity is two hundred. In 1869 the church was renovated and changed by increasing the height, adding the gallery, ceiling the inside, and weather-boarding and painting the outside. A belfry and steeple were also added, and the building has now the appearance of a frame house. These repairs were made at an expense of five hundred dollars. The house is also furnished with an organ, the cost of which was two hundred dollars.

Several years before the church was repaired a parsonage was built. It is also a log building, covered with weather-boards. The church has no debt.

The following are the names of the pastors who have served this church: Revs. William Schueneman, Henry Knetterer, Michael Kruse, and the present pastor, S. Payn.

A parochial school has from the first been maintained in this church, and instruction is given in both the German and English languages.

Evangelical Lutheran Emanuel's Church of Central.—In 1844 this society was organized on the old Bonhomme road, eleven miles from St. Louis. In that year a small log house of worship was erected, and the congregation has worshiped in this till the present time. It has a gallery, and its seating capacity is one hundred. Some years since the outside was weather-boarded, but a new church is needed, and the congregation is about to erect one a short distance from this, on the Olive Street road, at

a cost of five thousand dollars. The society purchased an organ in 1872 at a cost of five hundred dollars. The church has no debt. The membership is fifty.

A log parsonage was many years since built. A parochial school has been maintained by this congregation since its organization. For this school a neat brick house was erected in 1881, having accommodations for fifty scholars. The average attendance at this school, at which both German and English are taught, is forty. The following names are remembered of pastors who have served this church: Revs. I. F. Buenger, J. A. Mueller, — Harms, C. W. Frederking, H. F. Meyer, W. Hallerberg, T. Landgraf, A. Cordes, and the present pastor, R. Winkler.

Rock Hill Presbyterian Church.—This is on the Manchester road, ten miles from St. Louis and one mile north from Webster Groves. A society was organized here in 1844, with nine constituent members. The congregation first worshiped in the house of James C. Marshall, then in a storehouse on his land. In 1845 the present church building was erected on land donated by Mr. Marshall, and the erection of the building was superintended by him. It is a stone structure with a seating capacity of two hundred, and it is unincumbered by debt. In 1867 a parsonage was built contiguous to the church at a cost of three thousand dollars, and on this there is no debt. The land on which it stands was donated by Mrs. Elizabeth Marshall, widow of James C., who died in 1864. The names of the pastors who have served this church are Revs. William Holmes, William Grosvenor, Albert De Shiel, James Darrah, David Diamond, S. H. Hyde, Benjamin Mills, Henry B. Holmes, William Wilson, and the present pastor, John Leighton. The membership is forty.

St. Martin's Church (Catholic) of Central.—This parish was organized at a very early date, and it was the mother-church from which many others have gone out. R. D. Watson donated the ground on which the church and parsonage were built. These are brick buildings, and the church has a seating capacity of one hundred and fifty. The names are remembered of the following pastors who have had charge of this congregation: Rev. Fathers — Donnelly, James Murphy, James Higgins, Dennis Kennedy, Patrick Brady, Thomas Cleary, Lawrence Smith, and the present pastor, J. B. Jackson, who entered on his duties in 1865.

Evangelical Lutheran St. Paul's Church, U. A. C. (Unaltered Augsburg Confession), at Des Peres.—This church was organized in 1848, with twenty-five members. The congregation first worshiped in a log church that is now used for the pa-

rochial school. The present church, which is of brick, with a seating capacity of four hundred, and has a steeple, bell, and organ, was erected at a cost of nine thousand dollars, on the corner of the Manchester and Ballas roads, in 1866. The congregation has also a parsonage and a residence for the teacher of the parochial school, which has been maintained since 1848, and in which instruction is given in German and English. The attendance at this school averages seventy. The Lutheran congregations at Ellisville and Kirkwood went out from this church.

The first pastor of this society was Rev. I. A. F. W. Mueller, succeeded in 1856 by Rev. A. Lehman, who died in 1875, and was followed by the present pastor, Rev. Theodore Messler. The membership of the church is sixty-six. The society has a cemetery near the present church. It includes two acres of ground, and its cost was three hundred dollars.

Eden Methodist Episcopal Church South.—This society was organized in 1852. The first place of worship was the Ritner school-house, but soon after the organization the present house was built on the St. Charles Rock road where it is crossed by the Wabash, St. Louis and Pacific Railroad. It is a frame building, with a seating capacity of four hundred, and it is unincumbered with debt. The following names of preachers who have officiated here are remembered: Revs. W. D. Shumate, J. W. Lewis, J. E. Godbey, J. S. Frazier, I. R. Hicks, J. W. Cunningham, J. W. Robinson, B. R. Thrower, Wesley Browning, and F. A. Morris.

St. Ann's Church (Catholic) at Normandy.—In 1855, Mrs. Ann Hunt donated to the Jesuits ten arpens (eight and a half acres) of land at Normandy on which to build this church. In that year a church building, which is at present used as a library, was erected. Two years later, or in 1857, the growth of the congregation necessitated the erection of a larger house of worship, and the present stone structure was built. In 1872 it was enlarged and renovated, in 1875 a steeple was added, and from year to year since statuary, paintings, and fixtures have been added, till now it is one of the most beautiful and tasteful churches in the United States. Its seating capacity is three hundred and fifty, and its value is twenty-seven thousand dollars. In 1868 a brick parsonage was erected at a cost of five thousand dollars. A parochial school was established in 1857, and a school building was then erected. This was enlarged in 1874, and again enlarged in 1882, and its present capacity is one hundred pupils. Three teachers are employed, and the average attendance is sixty.

The pastors have been Revs. P. J. De Smet, who

established the parish, — Van Hulst, — Condon, previously pastor of St. Xavier, and the present pastor, F. X. Kuppens, S.J. All these were Jesuits.

Mount Zion Methodist Episcopal Church South.—Although many Methodists resided in the vicinity of Crève Cœur, no society existed there prior to 1870. In that year a society was organized, with about seventy-five members, and the present house of worship was built on the corner of the Olive Street and Ballas roads. It is a brick structure, with two hundred sittings, and its cost was two thousand dollars.

The pastors who have served this society have been Revs. Walter D. Shumate, who was mainly instrumental in organizing the society and building the church, F. S. Frazier, — Treadwell, John W. Robinson, A. T. Tidwell, and the present pastor, William Tyler.

Evangelical Theological College.—This institution was established thirty years since, in Warren County, Mo. In 1882 measures were taken to remove it to St. Louis County. A lot of eighteen acres was purchased at the intersection of St. Charles road and Hunt Avenue, and there college buildings are in process of erection. The estimated cost of these buildings is eighty-five thousand dollars.

Protestant Orphan Asylum.—In 1850 the late Rev. Dr. A. Bullard, who was strongly impressed with the importance of establishing an institution of learning under the patronage and control of the Presbyterian denomination, put forth active efforts for the establishment of such an institution here. The result was the erection and partial endowment of the Webster College, so named in honor of the great statesman Daniel Webster. A farm of one hundred and fifty acres was donated for this purpose by the late John C. Marshall, and ten thousand dollars were given by Carlos S. Greeley toward the erection of a college building. Other enterprising individuals also donated large sums for the purpose, and the stone building which was intended as the residence of the president of the college was erected. In this a school which was expected to develop into a prosperous college was established. The professors in this school were Rev. David Dimond and Rev. James A. Darrah. The school continued during four years, when the death of Dr. Bullard, who was killed by the railroad accident at Gasconade River, deprived it of its most influential supporter, and it soon ceased to be used as a college, though hopes were entertained of its subsequent revival. These hopes were blasted by the breaking out of the civil war.

In 1857 a boys' boarding-school was established in the building by Professor Edward M. Avery, and

successfully conducted during five years, or till the war commenced, when it was abandoned, and the building was closed. The farm then reverted to Mr. Marshall, and the house, with ten acres of land, became the property of Mr. Greeley. The Sanitary Commission subsequently came in possession of it, and added to it a large brick building. The establishment then became a Soldiers' Orphans' Home, under the patronage and control of the Sanitary Commission, aided by the State. It was conducted for this purpose till 1869, when it was donated to the St. Louis Protestant Orphan Asylum, on condition that twenty-four thousand dollars should be raised for its endowment, which was promptly done. Possession of the buildings was taken in December of that year, and the children of the asylum were removed hither.

This, which was the first orphan asylum in St. Louis, was established in 1834, and had maintained a prosperous existence till its removal. It brought hither all its inmates, and here its benevolent work has since been carried on.

The affairs of the asylum are administered by a board of sixteen lady managers, and its income is derived from the interest of its endowment, which is invested, and the voluntary contributions of its benevolent friends. Twenty acres have been added to the grounds, and the whole is cultivated for the benefit of the institution. The average number of orphans cared for here is one hundred.

Mrs. George K. Budd has been the efficient president of the board of managers since the removal of the asylum to Webster Groves. The other officers are Mrs. Edward M. Avery, vice-president; Mrs. Anna L. Blood, treasurer; and Mrs. Rebecca H. Morton, secretary. The matron is Mrs. George R. Pegram.

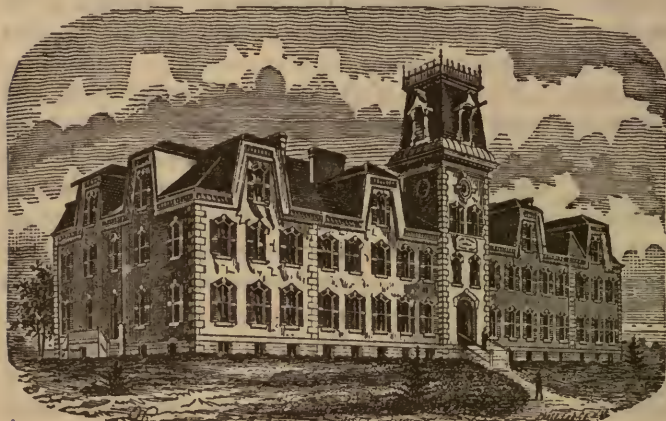
German Protestant Orphan Asylum.—In 1858 Rev. L. E. Nollau found on a boat a child whose parents had died on their passage to this country from Germany. This child he placed under the care of Mrs. Wilhelmina Meyer, in rooms which he set apart for the purpose in the Good Samaritan Hospital, which he had just then established on Carr Street, between Sixteenth and Seventeenth. This was the commencement of the German Protestant Orphan Asylum.

The number of children in the establishment thus founded rapidly increased, and larger accommodations became necessary. Rooms were accordingly rented on the corner of Jefferson and Dayton Avenues, and to these the children were removed, though they continued to board at the Good Samaritan Hospital. On the breaking out of the civil war in 1861 the gov-

ernment took possession of this building for a soldiers' hospital, and the children were removed to a house on the corner of Carr and Sixteenth Streets, where they remained till near the close of the war, when they were taken back.

In the autumn of 1866 a farm of sixty-five acres on the St. Charles road, nine miles from St. Louis, was purchased at a cost of twenty-three thousand five hundred dollars, and to the large dwelling on this farm the orphans, then fifty-five in number, were removed. In 1870 a wing was added on the east of this building, and in 1874 another wing was added on the west, and a tower was erected in front. The cost of these additions was fifty thousand dollars.

Jan. 18, 1877, the entire establishment was burned, and one child perished in the flames. The children were removed to the Good Samaritan Hospital again till spring, when they were quartered in temporary



GERMAN PROTESTANT ORPHANS' HOME.

shanties on the farm. During the summer the present asylum was erected, and was first occupied November 18th of that year. It is a brick structure, one hundred and sixty by seventy feet in size, and three stories in height above the basement. It is fitted up with all the modern conveniences for an institution of this kind, and it is believed to be one of the best-arranged asylums in the country. Its cost was fifty thousand dollars. There have also been erected a teachers' residence, bakery, laundry, ice-house, and stable, all of brick, and their total cost was twenty thousand dollars. In December, 1882, twenty acres were added to the farm, and the cost of this addition was two thousand dollars. The grounds have been improved and beautified, and the place is now more attractive than any other of the kind in the vicinity.

On March 23, 1861, the institution was incorporated by an act of the Legislature, with Lewis E. Nollau, Frederick Maschmeier, T. Frederick Mass-

man, Michael Voepel, and Francis Hackemeier as incorporators. This board has been increased to the maximum number allowed by the charter.

The presidents of the board have been Frederick Bolte, Michael Voepel, Christian Knickmeier, and Mr. Voepel again. The management of the asylum devolved wholly on its founder, Rev. Mr. Nollau, till his death in 1869, until which time Mrs. Meyer continued to discharge the duties of matron. On the death of Mr. Nollau, the present superintendent, Franz Hackemeier, entered on his duties, and Mrs. Hackemeier became matron.

In the Asylum no sectarian distinction is made, but the children of Jew and Gentile, Catholic and Protestant, alike are received and cared for. The asylum is not endowed, but is dependent for its support entirely on the contributions of benevolent people. It is a noteworthy fact that the first donation was made in 1858 by a child four years of age, Charles H. Hackemeier, who gave the sum of one dollar from his little savings. The next contributor was Mr. Voepel, who gave ten dollars.

From its humble beginning with one orphan in 1858 its benevolent work has increased till now it has two hundred and thirty-five inmates. To the watchful care and efficient labors of Mr. Nollau the early success of the institution was largely due.

Franz Hackemeier, the superintendent of the Asylum, was born in Hanover, Germany, May 8, 1831. He received an ordinary education in the schools of his native place, but did not acquire a trade

or profession. In the autumn of 1844, with his parents, he left the land of his nativity, and on the 1st of January, 1845, they arrived in St. Louis.

During their first summer here he and his father labored in a brick-yard; then they were employed in a lead-factory until the death of his father in the fall of 1846. The support of four brothers and sisters devolved on him, and he continued for a year to labor in the factory by day, and at night sold newspapers. He then learned the business of a tobacconist, which he followed until 1849. In the spring of that year he entered the clothing house of Young & Brothers, first as an errand-boy. He soon came to be superintendent of the store, and continued in that capacity until 1856, except during a short interval. In that year he and his brother-in-law embarked in the dry-goods and clothing trade on Franklin Avenue, in which they continued until 1861. He then during a year collected funds for the Good Samaritan Hospital,

after which, on account of his health, he engaged until 1869 in farming. On the death of Rev. L. Nollau, he became superintendent of the German Protestant Orphan Asylum, which position he has



Franz Hackemeier

since continued to fill. He has been a director of the Good Samaritan Hospital and of the Orphan Asylum from the commencement of those institutions.

His mother died in June, 1849, and he was married in 1851 to Miss Mary Piper, who is now matron of the Orphan Asylum. They have one son, Charles H. Hackemeier.

The poverty and hardships of Mr. Hackemeier's early life served to strengthen the benevolence and sympathy with the unfortunate with which he was endowed by nature, and to fit him for the career of usefulness which it has been his good fortune to pursue.

Lutheran Orphans' Home.—The German Evangelical Lutheran Orphans' Home ("Zum Kindlein Jesu"), with which is connected an asylum for aged and indigent members of the denomination, was erected in 1867 by the German Evangelical Lutheran Hospital Association of St. Louis. This association was incorporated in 1863 by an act of the Missouri Legislature. The first building erected was a log house, which is still in use. In 1873 a brick building forty-five by fifty-five feet in size, three stories in height, with a Mansard roof, was erected, and dedi-

cated on the 8th of June in that year. In 1882 a frame building for an orphan school was erected.

Since the erection of the first building three hundred and eighty children have been cared for in the Home. The present number is one hundred, and there are ten aged and infirm men and women cared for at the establishment.

The Home is located at Des Peres, on the Manchester road, fifteen miles from St. Louis. Forty acres of land belong to the Home, and the value of the whole is ten thousand dollars.

The first president of this asylum was the late Rev. Johann Freidrich Buenger, who at his death in 1882 was succeeded by the present president, Rev. Christlieb C. E. Brandt, pastor of the Evangelical Lutheran St. Paulus' Church of St. Louis.

The first superintendent of the asylum was the late Rev. E. H. Lehman, of Des Peres. The present superintendent is Ernst Leibner. The teacher is Heinrich Keller.

MERAMEC TOWNSHIP.¹

Meramec township is composed of United States townships 43 (north of the Meramec River), 44, and 45 of range 3 east, and the two western ranges of sections in range 4 east, having the Meramec River as its southern boundary till Antire Creek is reached, thence through Bunkum on the line of township 43. Its western line joins Franklin on the line of range 2 east, a distance of twelve miles. At a very early period in the history of the State the township was a locality of great importance, owing to the fact that it was the frontier of advancing civilization and a breast-work for the protection of the growing Western emporium, and the key to its gates. The irregular character of most of its surface, composed of great heights and deep ravines, gave it great strategic importance in the struggles with the Indians. From it the upper Missouri country was explored, and in it a citizens' guard was formed to repress the Indians and the no less to be dreaded white marauders. Great encouragement was given by the French and Spanish governments, and subsequently by that of the United States, to the formation of frontier volunteer companies and scouts, and deeds of daring and danger and cases of suffering and sacrifice were common, and stamped the character of the people with open-hearted hospitality, and were rewarded by liberal grants of land.

The origin of the name is involved in obscurity, and quite a number of different versions are current

¹ Written especially for this work by William Muir.

among the traditions of the early settlers. Mahr-ah-mec is given as the Indian for *the water of the bitter springs*, with no point obvious to-day. Again, Mah-ah-mac refers in the Indian to *the waters of death*, from the reputed unhealthiness of its banks in malarial seasons and to its fatality to swimmers, tempted into its beautiful waters, to be caught in a cold stream flowing from numerous springs, by inducing cramps and death by drowning. Some trace the name to *the river of the smoking springs*, from the spring in which it originates and from the numerous columns of vapor seen, in the frosty air of winter, from the surrounding hills. Others say it means *catfish stream*, and yet others trace it to the Merrimac of New Hampshire. A very pleasing and plausible version is based on a very early and rare house of entertainment near the site of the present town of Franklin and near the St. Louis County line, kept by Mac Young. This was the great rendezvous of the scout, hunter, trapper, fisher, trader, and settler. In its management he was ably assisted by a noble-hearted wife named Mary, and it was talked of as a rendezvous, base of operations, source of supplies, as *Mary and Mac's*, till the brief appellation was applied to the entire river and adjacent country. The Youngs are historic characters, and Robert Young King, born in 1812, and now postmaster of Oakfield, takes his middle name from them.

Indian relics, implements, camps, and trails are quite numerous. On the line of the old King's Highway, the oldest road known, running along the south edge of the township (on the first bluff) are numerous well-marked "mounds" containing pottery, arrow-heads, etc., of which William H. Coleman and his brother, State Senator R. G. Coleman, have fine collections. In the excavations for the senator's new residence many fine specimens of pottery were found. On Tavern Creek, just west of the county line, is a large, well-defined fortified village, with a circle of defensive out-works. The cave in Tavern Rock has numerous inscriptions and remains. A cave in the bluff opposite the Boxley bridge, sections 9, 45, 4 east, is another place rich in relics, and no doubt connected with the mounds on the bluff. On the south edge of the township, between the mouth of Flat Creek, sections 30, 44, 3 east, and L. D. Votaw's, along the bank of the Meramec was an old village, and great quantities of pottery used to be plowed up. The Shawnees were here till 1812, and single families much later. A curious cave exists on the west fork of Fox Creek, sections 30, 31, 44, 3 east, containing Indian remains, and traditions say it is connected by a subterranean communication with Tavern

Cave on the Missouri River, and one of the numerous caves on the Meramec. Arrow-heads, axes, pelt-knives, and other implements of stone are very frequently turned up by the plow, and there are few farmers who have none of them. George Letterman, of Allentown, makes a specialty of collecting them. The Shawnees frequented this locality, and were quiet and generally liked. The Delawares were also peaceable. The Pawnees, Cherokees, and Osages were not trusted, but the Kickapoos were thievish, cruel, and generally dreaded. They frequently visited and camped at the large springs as late as 1832. John Ball, from Kentucky, one of the very earliest settlers, tells of an Indian prophecy in 1780. In that year honey-bees began to be seen on the wild-flowers, and an old Indian told him that when "the white man's fly" appeared, the Indian had to move; "that the white man would push out the red race, and the black man would in turn take the country from the white race."

The Koonce massacre was an incident associated with one of the oldest families of the neighborhood. Towards the close of the last century, perhaps 1795, a band of Kickapoos and Omahas murdered nearly all the Koonce family, in the town of St. Charles, then the principal city west of the Mississippi River, and took a baby boy, the youngest of the family, away with them. The boy's niece, Mary Koonce, became the wife of John Votaw, and mother of L. D. Votaw, and settled on the old "Votaw place." The Shawnees had their village near, and a band of them lived beside them till about 1820. The head man, "George," was very friendly, and on intimate terms with the family, and knew of their relationships. About 1826 a band of Shawnees visited their old haunts, and the head, or the interpreter, was "George." He informed the Votaw family that he had found young Koonce, now a "brave," and would try to persuade him to visit them when he returned to his tribe. He kept his word, and Koonce and several children visited his relations, and remained a year among them, but finally returned to his tribe among the Omaha Indians in Wyoming in 1831, and has never been heard of since.

On the north edge of the township, and running nearly parallel with the Missouri River, there still exists the great "Indian trail" adopted by the Spanish adventurer and silver-hunter, then named the "King's Highway," which led to the "Upper Missouri Country," as all west of St. Louis County was then called, to Santa Fé and the West. It commences near Bellefontaine, and passing Crève Coeur takes the continuation of the Olive Street road on the

bluffs, St. Charles on the opposite side of the river being then, and till 1826, the principal city of the State. The rich bottom-lands of the Missouri River presented extraordinary inducements for settlement, and this desire was cordially met and encouraged by the early commandants as creating a cheap and efficient protection to the other portions of the county, and to the city itself. The traders, voyageurs, and Indians grazed their fattening cattle in these rich bottom-lands to fit them for the consumption of the city and military posts; hence, we find the Spanish grants running from 102, James McDonald, 122, 124, 132, 133, 134, and upward. Among these grants were those in Florissant, the garden spot of the county, and the celebrated prairies of Carondelet township, between the Meramec and Mississippi Rivers, in surveys 110, 111, and 403. Many of these grants bear the signature of Zenon Trudeau in 1796, and the direct descendants of most of the grantees are still in possession of portions of them.

Along the south side of the township, at irregular distances from the Meramec River, ran the old "State road," traced by the Indians, used by the French hunters, trappers, and adventurers, and the Courtois, Moreaus, Bitticks, Poilevres, Fortins, and Farrahs, antedating the time when the Spanish-French possessions became territory of the United States. This old State road ran in behind St. Paul, past the Ninian Hamilton place, now the Catholic Protectorate, north of Eureka, Allenton, and Dozier's, to Mary and Mac's, and then far beyond was the key that opened the south side of the township. As the upper ends of the hollows and intervalles from the two rivers and pathways were settled, pathways were opened up on the great "backbone" of the Osage range, and the centre of the township was opened through its whole length by the great State or Rock road. Jefferson City became the capital of the State in 1826, with a tri-weekly mail, carried on horseback. In 1836 a daily mail was granted between Jefferson and St. Louis, which opened the way for the stages started by Thomas L. Price, of Jefferson City. The road was graded and graveled in 1852-58 as part of a plan of public improvement championed by Oly Williams, of the St. Louis County Court, and is to-day the just pride of every citizen. The stage that destroyed the horseback "mail courier" was itself in turn supplanted by the locomotive on the opening of the Missouri Pacific Railroad.

The connecting link between the Missouri, Meramec, and Mississippi Rivers was an "Indian trail" from St. Albans, on the Missouri River, through Melrose, through the grounds of William Muir,

thence on the divide between Clifty and Fox Creeks, where it was joined by the mail route from Samuel Harris', thence above and parallel with Clifty Creek to Eureka and the mouth of Big River, and the Meramec to Hillsboro' and Herculeaneum, on the Mississippi.

For many years after Upper Louisiana was ceded to the United States the nearest flour-mill was that at Chouteau's Pond, on Ninth and Poplar Streets, St. Louis, whence the breadstuffs were transported on horses, as there were neither wagons nor wagon-roads in the country. Many were the races and stratagems to avoid the Indians, and many the tale of hunger and of hardship in the settler's family from the bread-bearer being overhauled by the robber race.

Ninian Hamilton set up a horse-mill on survey 766, which was supplanted by a water-mill and bark-mill for tanning by Henry McCullough, who carried on along with his tannery a shoemaking establishment that not only supplied the surrounding country, but enabled him to ship large quantities to a brother in the South, often employing eight men. Afterwards Samuel Harris erected a mill at the original Fox Creek post-office and tavern, section 19, 44, 3 east, and a mill was also built by Adolph Kehr, near Chesterfield. Several small mills were set up at different points. In 1854, T. R. Allen built a grist- and saw-mill with wool cards at Allenton. About the same time a grist- and saw-mill was built by Woods, Christy & Co., of St. Louis, at Glencoe, and run by Messrs. Bushy, Cyrus Turner, Parr, and others till about 1868. Fenn's mill and broom-handle factory was erected near Howell's Ferry, and burned down about 1867. Robert Eatherton, along with Messrs. Eickerman & Woolsey, of St. Louis, erected a splendid mill with all the modern appurtenances and improvements at Orrville, at a cost of thirty-two thousand dollars, which ran about a year, and was burned down in 1868 and never rebuilt. In 1872, Frederick Hencken put up a neat grist- and saw-mill on the State road at Fox Creek, with two sets of burrs and a circular saw (since sold), at a cost of about three thousand five hundred dollars. In 1880 a saw-mill was set up at Allenton, run a short time, and removed to Fox Creek bottom. Besides these, quite a number of small mills are run by thresher engines. About 1818 a distillery was operated on the McCourtenay tract. The cider of a fine orchard planted there, and now in the channel of the Missouri River, was, along with corn, used in distillation. Andrew Hamilton had a distillery on his place, as is previously noted.

The Glencoe Valley Lime-Works are situated in

sections 10, 14, 41, 3 east, and call into economic use and give value to several natural products that have for years been regarded as worthless. About 1868, Samuel Terry, from Ohio, bought the Mulligan tract, in this valley. Close examination and test revealed great beauty and durability in the rock of the bluffs, which present vast mural formations on each side. So promising were the prospects that a joint-stock company (the Glencoe Marble Company) was formed, a side-track laid from Glencoe Station, Missouri Pacific Railroad, and fine steam machinery procured to saw the rock into slabs, etc., which were greatly admired. The track was afterwards extended to fine variegated gravel and paint-clay deposits farther up the valley. William Gowans, familiarly known as "Tennessee," put in the first blasts with single-drill bores; now six to ten cans of powder is no uncommon charge. The cost of transportation so embarrassed operations that the Marble Company gave up business in a few years. In 1868, John Oliver, then manager of the Bagot farm, experimented with the several strata of rocks with a view to the production of lime, and a small kiln was erected on the Bagot place, which gave such assurances of success that a large kiln was built on the opposite side of the valley in 1876.

The quarries of the Marble Company were leased by a company for lime-burning, and a kiln put up. The lime was so well received that other kilns were added to keep pace with the demand, and the works fell into the hands of Cobb, White & Case, of Portland, Me. The lower kiln, operated by Fink & Oliver, was bought out by the same firm, and has John Oliver as resident manager, while David Thomas manages the upper works. The kilns produce about four hundred bushels of lime every twenty-four hours, which is in demand all over the West and South. About seven cords of wood are consumed by each every twenty-four hours, about one hundred men are employed, and twenty-nine thousand dollars of working capital represented.

The managers have about three hundred head of sheep to graze the lands. A prosperous village has sprung up, with a population of about one hundred inhabitants. Never-failing springs abound; building and dimension rock is worked; sand-rock is shipped to St. Louis to use in bottoms of steel-melting pots; the schist or flints are used to mix with fire-clays at the retort-works; paint-clays of several colors are dug, and gravel of several kinds forms mosaic walks for the landscape gardener, and the common gravel, everywhere abounding, forms almost indestructible roads.

John Oliver, resident manager and originator of the lower lime-works, to whose restless energy much of the

success of the industrial enterprises of the valley can be traced, was born in Northampton County, Pa., in 1833. He came to Missouri in 1856, and began his lime experiments in 1868, while managing the farm of his father-in-law, Joseph Bagot, of the St. Louis Glass-Works, and to whose knowledge of metallurgic chemistry and financial liberality much of the success of the industries of the valley is traceable. Mr. Bagot died May 28, 1867, in the prime of active life, with a high record and within easy grasp of affluence.

Mr. Oliver has never mingled with active political life or held office, has been a promoter of industry, the active patron of agricultural and horticultural progress, a practical farmer, and a thorough family man.

Andrew Crawford opened a quarry on quite an extensive scale near Eureka. He had a side-track and all the needed appliances, and worked for several years getting out building rock. The cost of transportation and competition of rock nearer the city compelled him to relinquish the enterprise.

A fine quality of building rock is found north of Allenton, which was used with fine effect in the construction of the county farm buildings.

T. M. Hunt worked a fine sand-face on the county line near Pacific. It produces a fine quality of pure glass-sand that is shipped to St. Louis, Pittsburgh, and other points for making glass. The railroads cut through a hill of this sand-rock of remarkable character in this vicinity.

Mineralogical specimens of great interest and value are frequently found. Ores of zinc and lead, containing silver, iron, barytes, are found in some localities in quantity. Large slabs of shells, forming beautiful tablets, are found abounding on the highest hills, and rare specimens are obtained in the quarries. In the débris of the ravines fine specimens of pebble, carnelian, onyx, and other gems are found.

Agricultural pursuits occupy the large proportion of the people, and many large, productive farms exist. Wheat, corn, and potatoes of very high quality are produced, with rye, hay, millet, etc. Hemp and tobacco, formerly staples, are now given up.

Horticulture has received great attention, and is found both a pleasant and profitable investment. Apples and peaches are the staples. The apricot has done well where tried, and has in some places been found quite profitable. The pear, cherry, and plum are moderately successful, and the small fruits can always be depended on. Wild native fruits are abundant. The service-berry, persimmon, mulberry, and papaw are of high character, and persistent efforts are being put forth to domesticate them, and with the

most flattering success. Some new fruits of especial excellence have originated here. A fine yellow October peach, the "Pond," originated in the Essen orchard at the Pond Store, and is widely disseminated. "Aunt Susan's Favorite" is a fine large showy striped apple, ripening in the end of August. It came from seed planted in 1837 by Mrs. Susannah Tippet at "Cedar Groves," on the State road. It has gained a wide celebrity.

On the farm of William H. Coleman is one of the very largest of apples (yellow, overspread with russet, ripens in October), of very rich, high flavor. It came from seed sown by a colored man in 1856. The seed come from Spence Tyler, in St. Charles County.

The seedless persimmon obtained by William Muir, on the edge of the county, is a wildling of very high character, and will be appreciated as a new departure in native fruits.

Two nurseries are established in the township. Erich Essen, near Orrville, makes peaches and grapes a specialty, and William Muir, on the Allenton-Glencoe and State roads, makes "native plants" a specialty, along with a general nursery and ornamental stock.

A few native animals still exist here. The red fox, wild-cat, mink, skunk, opossum, and raccoon are common. The musk-rat still frequents the creeks and ponds. Occasionally a colony of beavers appears on the Missouri River. Last season a number have settled in a belt of cottonwood on the land of William H. Coleman and cut down quite large trees. There have been three trapped, and the skins sold at a high figure. The gray and fox squirrels, chipmunk, and rabbit abound. Deer are often seen, sometimes killed. Several have been killed this winter.

The turkey, quail, and pheasant still haunt the woods and fields, but are too recklessly killed, even in violation of stringent laws and protective societies.

Fine fishing is had on the Meramec, which is still, as of old, much frequented by parties for pleasure. Besides the common native varieties, several fine kinds have been introduced by the State Fish Commissioners, and all are wisely protected by law. The cold spring streams of the Meramec are well adapted to the varieties of trout. The fresh-water mussel is common, and fine pearls are sometimes obtained from them. The honey-bee is still found in the woods, but is not a great success in domestication. Honey-dews are very copious some seasons.

The edible morell (*Phallus esculentus*), erroneously but commonly called here the "mushroom," abounds in April, in the open woods near old post-oak or hickory-trees, and in old apple-orchards. The cultivated mushroom (*Agaricus campestris*) has followed

in the wake of pastoral occupations, and is abundant in old meadow lands in August in favorable seasons.

Red and white clover did not exist in the county at its early settlement, and it was felt to be a great want by stockmen. At an early date Absalom Link, of Fee-Fee, made a visit to Kentucky, and with other articles brought clover-seed, which he sowed and tended till it became a large crop in common use.

The towns and villages in this township are not large in themselves, but possess in an eminent degree that rural feature of large populations clustering around and tributary to them.

Ashland, at the mouth of Fox Creek, on the north bank of the Meramec, was a purely paper town, laid off by a party from Pittsburgh at a very early date, with beautiful plats of steamboats, mills, hotels, etc., but never a building. Several of the owners of corner lots have visited the place and bewailed the scene, and although long ago sold out for taxes it has still an existence on the maps.

Allenton is a pleasant village thirty-two miles west of St. Louis, on the Missouri Pacific and the San Francisco Railroads. It is situated in a strikingly beautiful valley, extending from Pacific to the mouth of Flat Creek, a distance of about eight miles, and presents, especially at its western end, some striking marks of "water-wear" on the rocks that form the edges of the valley. The view from the hills on the north is serene and lovely in a high degree. The town was laid out by Thomas R. Allen in 1852 upon the north edge of the Courtois tract.

Among the original owners of lots were John Demier, John Des Moulins, W. C. Turner, William J. Meyers, Richard Ivers, John Fleming, Louis Leudwig, C. S. Prongue, James S. Phelps, Mrs. Chamberlain. On the north side of the railroad track were several buildings not within the charter limits. The mill erected by Mr. Allen has been noticed. The buildings are generally neat and clean, and display much floral taste. I. C. Brown has a fine residence on the east side of the town, and a large farm close adjoining, with an extensive orchard. The store and post-office kept by F. Wengler is large and commodious, with a large brick addition. George W. Foster erected a fine brick building on the site of the Phelps house. Nelson W. Allen occupies the old family mansion. There are several fine residences within view, those of the late William Harris and the Hon. R. C. Allen being most conspicuous. Besides the store and post-office, there are a saloon and meat-shop and a blacksmith-shop. There is a fine district school building in the village, and a colored school is kept in the old school building to the west. There is a literary

society, and the village is noted for the sociability and intelligence of its inhabitants. G. Letterman, the teacher, a native of Pennsylvania, has occupied that position for thirteen years, and is a botanist, geologist, and antiquarian.

The county farm-buildings, just north of the village, on the Lawler-McPherson land, sections 33, 34, 44, 3 east, were projected before the separation of the city and county, on a magnificent scale, the estimated cost being two millions of dollars. Work was suspended after the foundation and first stories had been built, and the ruins remain, a stupendous waste of labor and capital.

The fruit farm of the Allen heirs, one of the largest and best in the county, is on a portion of the Courtois tract, just south of the town.

Thomas Rowland Allen, who laid off the town, was born in Frederick County, Va., on the 5th of March, 1815. His father, Robert L. Allen, died there at the age of eighty-four. In 1838 he married Diana Snapp and came to Missouri, in 1839 settling near Chesterfield, and taught school. In 1846 he removed to St. Louis and entered business as a wholesale and retail grocer. In 1851 his wife died of cholera. By her he had five children, all of whom are now dead. In 1853 he married Dorothea Adelia, daughter of Capt. Wash, of Virginia, then living near Kirkwood. When he laid out Allenton he built and removed his family there. The mill is noticed in another place. He was justice of the peace about 1854, and township assessor in 1861. While in that office at his own expense he collected the first agricultural and horticultural statistics of the township, and this led to the appointment of a State commissioner of statistics in 1866. He was an original member of the Meramee Horticultural Society, and on the 25th of August, 1870, became a charter member and master of the first grange in Missouri—Meramee, No. 1, organized by O. H. Kelly, of Washington, D. C., secretary of the National Grange. He was appointed general State deputy in 1871. In 1872 the State Grange was organized, and he was elected master. He was elected in 1872 for a second term, and in 1876 was elected chaplain. He died Feb. 3, 1878. His wife and three sons survive.

Isaiah Clark Brown, whose large property and fine residence adjoins Allenton, was born near Dozier's. His grandfather, John Brown, came from Kentucky in 1796, and settled in Florissant, upon a grant from the Spanish Government. He moved to Fox Creek, on the Leonard Farrah survey, No. 148, in 1812, sold it to Doty, who in turn sold it to William Harris in 1825; moved to near Kirkwood, and died in 1840.

Benjamin Griffin Brown, one of two sons who reached maturity, was born in 1796, married a daughter of William Inks, and moved to the Bittiek survey, No. 2010, in 1840. Bittiek sold to William Inks, who came from Kentucky with the Votaws and others, and settled on the farm now owned by Augustus Wengler, in 1802. B. G. Brown taught school for many years. The first school-house was built on the William Harris place, and taught by Mr. Edwards. Mr. Brown was justice of the peace for several years, and township assessor from 1844 to 1848. He died at his home on the 15th of March, 1872; his wife, born in 1801, having died the day before. Both were buried at the same time. The orchard he planted in 1816 still exists and bears some good fruit. The children were Isaiah C., John T., Martha (who died young), Cyrus, and Andrew.

Isaiah, the oldest, was born in 1825. He was deputy sheriff of St. Louis for three years, during the terms of Lebeaume and Maddox; was two years in the county marshal's office under David McCullough; was coroner in 1852-54; dram-shop collector one year; and superintendent of the county farm nine years. He married in St. Louis, and has two children grown.

Fox Creek, near by on the west, was so named by an early hunter from Bridgeton, who shot a very large fox there. Foxes are still numerous in that vicinity.

Frederick Wengler, postmaster and store-keeper of Allenton, came with his father, William Wengler, from near Dusseldorf, on the Rhine, with Paffrath Steines and others, in 1834. The father settled near Fiddle Creek, and died of cholera in 1849. His family were William, Frederick, Augustus, Albert, Minnie, and Otto. Frederick went to Judge McCullough in 1836 to learn tanning and shoemaking. He married Agnes Pyatt in 1842. He held a pre-emption and located one hundred and fifty-seven acres in section 33, 44, 3 east, which he still farms. The remainder of the valley was taken up by John Pyatt. He opened a store in 1854, and in 1861 bought the present store from F. R. Allen; was appointed postmaster in 1860, was mail agent on the Missouri Pacific Railroad for several years about 1864, and was superintendent of the county farm from 1870 to 1874. He has quite a large family, of whom William C. is the oldest. He was for several years station agent, then deputy United States collector in St. Louis, deputy sheriff of the county under Robert Schnecks, and is now deputy county clerk. The oldest daughter is the wife of the Hon. R. C. Allen.

William C. Inks, son of William Inks, who came

with the Votaws from Kentucky in 1803, lived on the old place on survey 2010. He owned considerable property, and laid off Pacific City, in Franklin County. He married Ann Eliza King, from near Manchester, and had a large family of daughters. He died on the 24th of September, 1864.

William Harris, the oldest son of Samuel Harris, of Fox Creek, was born at Fee-Fee in 1809. He married Easter, youngest daughter of Josiah McClure, born March 31, 1816. He bought the pre-emption of the home place, section 33, 44, 3 east, from Joseph Inks. He also bought one hundred and fifty acres from Doty, section 3, 44, 3 east (the Benjamin G. Brown place), with its fine orchard. He opened a store near the creek near the railroad bridge in 1851-52, and sold out to John T. Brown. He was elected a member of the State Legislature in 1854-55, along with Francis P. Blair, B. Gratz Brown, Thomas H. Benton, and other celebrities, and polled a larger vote than Col. Benton. His family consisted of two sons and two daughters, of whom only one survives, Missouri Frances, wife of I. J. Collins. He was an enthusiastic farmer and fruit-grower, a great reader, and an original thinker. He died March 28, 1881, and was buried in the McClure cemetery. His brother Joseph was killed in the Gasconade railroad bridge disaster, in November, 1856. He was twice married. His son by the first wife, James Rennieck, is a cord-wood merchant in St. Louis.

Josiah McClure came from Bowling Green, Ky., in 1819. He remained for a time at Fee-Fee, and bought property on Fox Creek, in section 4, 44, 3 east. He married Sarah Harris in Virginia, April 16, 1793. The family consists of eight daughters and one son. Of these, Easter, the youngest, is the widow of William Harris. He died in 1826. He donated an acre of ground as a public cemetery at a very early date. It still bears his name.

Andrew McClure, the sixth child of Josiah, was born Oct. 21, 1805. He was a widely-known citizen, and died on Nov. 1, 1877, leaving one son, William, and three daughters still alive.

Hon. Robert C. Allen owns and farms the McClure place. He has a handsome brick residence, with grove and lawn convenient to the farm buildings, and near the railroad bridge over Fox Creek. He was born in Brooklyn, N. Y., in 1836, was in Iowa a short time, and came to Missouri in 1857. On the breaking out of the war he assisted Gen. Francis P. Blair to raise a battalion, and in 1861 was chosen captain of Co. A, and was United States mail agent on the Missouri Pacific Railroad in 1862-63. At the time of Gen. Price's raid he joined the Fortieth

Missouri Regiment, and was captain of Co. K. He was mustered out in the spring of 1865, and was appointed judge of the County Court by Governor Thomas C. Fletcher. In 1866 he was elected judge of the County Court, and re-elected to the same office three terms in succession; was commissioner of roads and bridges in the new county in 1879, and has been elected to represent the Second District in both the Thirty-first and Thirty-second General Assemblies.

He married Minnie, eldest daughter of Frederick Wengler, and has six children living and two dead.

Eureka is thirty miles west of St. Louis, on the Missouri Pacific Railroad, in the corner of survey 3206, part of the Louis Courtois, Jr., tract. It was laid out in 1858 by Meesrs. Strodt & Shands, of St. Louis. It has a fine business position, the country roads to Bunkum, Big River, Antire, Bald Hill, Glencoe, Allenton, and Clifty Creek, all centring there. It is surrounded by a fine agricultural and fruit-country. There are about one hundred houses in and immediately surrounding the village. There is a church (Methodist Episcopal Church South), the foundation is laid for a Catholic chapel, and an Episcopal chapel is being subscribed for. There are also a district school, Freemasons' Hall, post-offices, three stores, two blacksmiths and wagon-makers, and a saloon. The Methodist Church is a very neat frame building, cost about one thousand two hundred dollars, besides donations and labor, and was dedicated by the venerable Dr. McAnally, Aug. 8, 1880. The membership numbers about forty, and has a flourishing Sunday-school. The Catholic families number about fifteen. The sites for both churches were donated by Peter M. Brown.

The Masonic Hall is a large, substantial frame building owned by a joint-stock company of Masons, and represents two thousand five hundred dollars of stock. Meramec Lodge, No. 95, meets there. It was organized Nov. 22, 1877, with the following officers and charter members: Samuel R. Woods, W. M.; Daniel Cleary, S. W.; August Guttermuth, J. W.; Charles Vanhorn, S. D.; David Horn, J. D.; Frederick Wengler, Treas.; George Hornecker, Sec.; Samuel G. Trower, Tyler; R. C. Allen, James Everett, J. B. H. Beale, R. A. Lewis, John Weiss, Charles Paffrath.

Thomas Thomas, postmaster, store-keeper, and notary public, was born in Manchester, England, in 1822; came to the United States in 1844; enrolled as a volunteer in the Mexican war in Buffalo, N. Y., in 1846, and served till its close, and located a bounty warrant on Big River in 1848. He moved to Eureka in 1856; served in the Fifth Missouri Cavalry for two

years during the civil war; was justice of the peace for three terms; is married, and has a family mostly grown up.

George Hornecker was born in Haguenau, Alsace, in 1830; came to St. Louis in January, 1853, and graduated in Roher's Commercial College. He began business in Eureka as a general merchant in 1865; was elected justice of the peace in 1878; has for years been a prominent Mason, holding high positions in the lodge; is married, and has a young family. His father came to the United States in 1855, and is yet living.

Several distinguished men have been residents in this vicinity. Edward William Johnston, brother of Gen. Joseph E. Johnston, lived from 1860 to 1866 on his farm at Waldstein's Switch. He was a brilliant political writer, and died in St. Louis in 1867. His wife died the day after him, and they were buried together. The venerable Maj. Beale was a native of Virginia; was a veteran of 1812; lived for many years with his son, Dr. J. B. H. Beale, and was for many years justice of the peace; he died in December, 1881.

James Brown and Peter M. Brown, brothers, are two of the leading citizens of the county. They took up their permanent residence in Eureka in 1865, on giving up their life occupation of farmers. They came to Missouri with their father, Russell Brown, from Virginia in 1818, James being twelve and Peter M. ten years old. They traveled from Bellefontaine by the "old King's Highway," and settled near Labadie, on the Missouri River, where they remained till 1839. At that time they moved to a New Madrid grant in Jefferson County, on the Meramec River, opposite Eureka. James married Melinda Cochrane, of Lincoln County, on the 9th of April, 1829. She died March 5, 1874, having lived together nearly forty-five years. His father died in 1843. Of the family two are still alive, Miss Henrietta and Joseph A., justly esteemed for the wisdom of his counsels on the critical questions arising out of the separation of the city and county. At that time he filled the office of county counselor and prosecuting attorney.

Lorenzo Dow Votaw is the representative of two of the oldest families in the State. His grandfather, John Votaw, came from Kentucky in 1803, accompanied by his sons John, Henry, and Isaac, and his brother-in-law, William Inks. George Smith, MeKeage, Williams, and Benjamin Terry came about two years after. John Votaw died in 1828, and was buried in St. Louis. John, the oldest son, was born in Kentucky in 1797; entered United States land in section 32, 44, 3 east, and married Mary Koonce, born

in St. Charles City in 1794. His family consisted of seven sons,—Lorenzo Dow, Silas P. (in California), Felix A. (died in St. Louis when quite young), John A. (in California), George Wash (died in Texas in 1866), Nicholas Marion (died in McDonald County in 1878), Landon J. (died in Texas in 1868).

Lorenzo Dow, baptized and named after the celebrated Methodist missionary preacher of that name, was born Oct. 25, 1820. He married Pauline Keatley, of Franklin, Dec. 29, 1841, by whom he had a son, Alonzo W. She died in 1852. He then married Eliza Robertson, of Manchester, Mo., who had a daughter, Laura A., and died in 1859. He married Elizabeth H. Davis, who died Jan. 5, 1883. The elder Votaw planted an orchard of seedlings about 1816, of which a few proved of great value, especially the Walton. The trees are almost entirely gone. When quite young he went a few days to a school kept on Clifty Creek by a man named McIlvain, who was killed in a cave on the Mississippi River a few years after. When a boy he helped to make whiskey for the traders at Christmas-time, ran races, and traded among the Indians along with his uncle, and was a great favorite and on intimate terms with them. The year of running off the Indians is often referred to by the old settlers, and was 1814-16, when the settlers united and went out to punish the Indians in the upper Missouri country and in Illinois for numerous thefts, murders, and general insubordination.

Samuel Pruitt settled on survey 1975, the site of St. Paul, and was regarded as the oldest settler on this edge of the county.

Glencoe, a station and small village on the Missouri Pacific Railroad, twenty-six miles west of St. Louis, where Hamilton Creek empties into the Meramec, was laid out about 1854 by Woods, Christy & Co., of St. Louis, and is the switch-point of the Glencoe valley track. It contains a few houses and small store, but for about a year has had no post-office. There are some fine residences in its immediate neighborhood. "Glencoe Heights," northeast of the depot, was built by Robert K. Woods about 1855, and is now the property of William L. Ewing. It is a fine frame pavilion, with the finest ornamental trees and plants and a choice orchard. Northwest of it is the fine concrete residence of Alfred Carr, with a stately lawn and fine meadows. It has one of the finest orchards in the county. Southwest of the depot, and almost overhanging it, is the summer residence of B. W. Lewis, of St. Louis, with a fine orchard. Still farther south is "River Craig," the imposing concrete house built by A. W. Alexander, from which a magnificent view is obtained.

The Orphan Protectorate, a charitable institution for the care of orphan boys, is about a mile north of the depot. It was founded and is principally maintained by the Catholics of St. Louis. From sixty to one hundred boys are there cared for and educated. The establishment is in charge of the Christian Brothers, and was opened in 1872, and was under the care of Brother Leo, as managing director, in 1876-78. He was the pioneer of the Protectorate at Westchester, N. Y. Brother Tertullian relieved Brother Leo in 1878, and continued till 1882, when Brother Leo was again put in charge. A lay board of directors in St. Louis manages the finances, and gives direction to the operations of the institution. There is a resident priest at the Protectorate, and regular daily morning services are held besides the Sunday services. There are about five regular assistants, and farm hands are employed as needed. The boys work on the farm, and attend school in relays.

The lands consist of about three hundred and twenty acres, of which two hundred are under cultivation. There is a fine garden, orchard, and vineyard attached, and the usual farm crops. Early vegetables are raised in quantity, and fine milk is made a specialty. Everything is done to render the institution as nearly self-sustaining as possible, and to aid in finishing its buildings, and extending its capacity for good. The buildings consist of offices, reading-room, dormitories, dining-room, etc., in a concrete building erected by James E. Yeatman. A splendid stone building for chapel, lecture-room, schools, etc., is only partly finished. The old Hamilton rock house, the fine concrete dairy-house, and large barns are apart from the principal buildings, and are in use in the agricultural operations. Some of the original Ninian Hamilton orchard trees still exist, and a neat, partly artificial pond in front adds to the attractiveness of the retreat. The Protectorate property is situated in the northern portion of the Ninian Hamilton grant.

Ninian Hamilton came from Kentucky in 1803 along with his father, also Ninian, who located survey one hundred and twenty-four. Ninian was born in Kentucky, 1783, and settled on survey seven hundred and sixty-six, where the old State road crossed the valley. He built a house, and was one of the most enterprising men of the times. He married and had five sons and four daughters, and died about 1834. Ninian (2) was born in 1809, and died in 1856. His grandmother died in 1851, aged one hundred and four. The heirs sold to A. S. Mitchell, who in turn sold to James E. Yeatman, who erected the fine concrete house, and the first in the neighborhood, about 1856. To aid in the construction of the house a lime-kiln

was erected, by the creek, and fine lime made, which was the inception of the extensive lime-works in the valley. Andrew Hamilton, fourth son of Ninian (1), bought the Spanish grant, survey two thousand and twenty-three, and operated a distillery. He sold to John Whitsett, of North Carolina, whose heirs sold to Thomas F. Ackerman, M. D. Heltzell, and others.

Judge Henry McCullough was born in Kentucky in 1788, and married Priscilla Smith, born in 1787, and the sister of Ninian Hamilton's wife. He was married three times, and had a very large family. He entered land in sections 14, 44, 3 east, and bought a fractional 40 from N. Hamilton for a mill-site. He had a tannery, shoe-factory, and bark- and grist-mill, and was a most enterprising man. He was justice of the peace about thirty years, and judge of the county court from 1849 to 1852. He died July 6, 1853. His last wife, *née* Delila Hamilton, was killed by a car on the Glencoe Valley Road, opposite her own door, Aug. 23, 1876, in the seventy-sixth year of her age. His son David was for many years marshal of the city of St. Louis.

John Stoy was born in St. Louis in 1801, a son of Dr. Stoy, who had a ferry at Carondelet. Dr. Stoy settled beside Peter Breen at Barret's Station. John settled on the road above Glencoe, sections 5, 44, 4 east. He had a large family, and died May 2, 1882.

Bunkum is a settlement across the river from Glencoe, forming the segment of a circle, with the base extending from near Acker's Ford to opposite St. Paul, and flanked by the Antire hills. The land in the vicinity is very rich, and is thickly settled. There are two schools in Bunkum, and the Lewis Chapel, built and maintained for the greater part by the Lewis family.

Martrom Lewis was one of the earliest settlers. He located in the northeast portion of the county; lived at Lewis Ferry about 1816; married Margaret, daughter of Elijah Brockman, of Virginia, and sister of John and William Brockman. She died without family, and he afterwards married Elizabeth Darby, by whom he had three sons who grew to manhood,—Rufus A., Philander P., and Martrom D. He built a frame residence on the bank of the river opposite Glencoe, and was the first station agent there. He cultivated a very large and fine farm.

Rufus A. Lewis married the daughter of Anderson Bowles, justice of the peace, who died April, 1877, leaving quite a large family. He represented the county in the State Legislature in 1852-54, and was township assessor. He is an excellent and extensive farmer.

Philander P. Lewis married Mary Clark, and resides in Bunkum.

Martrom D., the youngest son, succeeded his father as station agent, and studied and practiced law in St. Louis, but still owns property here. He married Susan, daughter of the Hon. Judge Tippet, and has for years been public administrator of St. Louis.

Starting out anew at the west end of the State road, we begin with Samuel Harris, who was born in Virginia in 1787, went to Kentucky with his parents in 1796, and came to near Fee-Fee in 1808. He married Sarah Inks; went against the Indians with the Missouri volunteer scouts in 1812-16; bought out Lambert at the edge of the county, in section 19, 44, 3 east, in 1827; was a carpenter, and kept a tavern and post-office. This was the first office west of St. Louis, and he distributed the mail by rider to Jefferson County, by Hillsboro' and Hereulaneum. He erected a small mill; his wife died in 1836, leaving William, Joseph, Lefremsier (in California), James, Wash, and Isaiah C. He married Mrs. Ann Thomas, *née* Brawley, by whom he had two sons and three daughters. He died in 1851.

Isaiah Clark, his youngest son, was baptized by and named after Rev. John Clark, the early Baptist missionary. He married Miss Turpin, of Allenton, by whom he has a large family, and lives near Fox Creek.

Dutch Hollow.—The next point east of the "Sam Harris place" is a picturesque valley on the line of the State road, and embraces portions of sections 17, 19, 20, 44, 3 east. In the upper portion is a neat hamlet, known by the same name, and containing a store, shoemaker's, harness-maker's, two blacksmiths', and a carpenter's shop, and a commodious tavern, with a number of farm-houses quite near. During the California and Kansas emigration this was a celebrated camping-place. It was a relay point for the Jefferson City stages, and has suffered by the railroad. It is about thirty-one miles from St. Louis.

Charles Paffeath, known far and wide as "mine host, Dutch Charley," was born in Lichtlin, Prussia, in 1809, and came with an uncle, Herman Stein, and others to the United States in 1834. He entered land in section 17, 44, 3 east. His uncle died the same year of cholera, and he married the widow, his senior one year, who died in 1871. He sold out his original entry to Joseph Henseller in 1845, opened store and tavern in "Dutch Hollow," and gave it the name. He graded and graveled the State road from the county line to Judge Tippet's, and in 1858 rented his place and paid a visit to Europe. He had bought a fine piece of land from Miner Ferris, which

he greatly improved. The cultivation of fine fruits and vines is with him a passion. He has a fine frame house, in which he still lives.

Melrose is a small hamlet that forms the terminus of mail route 28,457 from St. Louis. It is about three miles south of the Missouri River, on one of the highest points on sections 7, 8, 44, 3 east. It was laid out by Charles H. Haven with great care, as the nucleus of a great "Park of Fruits of One Thousand Acres," about 1851. The first store was opened by Charles Wetter, and the first dwelling-house erected by John Ratford. The home dwelling, "Woodlawn," was a tasteful Gothic cottage, with grounds laid off and planted in the highest style of art. The vineyards and orchards were truly fine, and cost in all about fifteen thousand dollars.

The seminary was a capacious frame building, three stories high, and was intended as a day and boarding-school for young ladies. It was occupied by Mrs. Pinckney, of Philadelphia, and the Rev. Mr. Finlay, of Pennsylvania, for some time. It has also been used as a Catholic chapel and a tenement-house. The property was sold by the sheriff in 1879, and the home grounds and lands were bought by John Wildberger, of Cheltenham. Many of the original buildings have decayed. The store and post-office is a handsome new frame building, owned by Herman Kreinkamp, and occupied by Louis Wackher, the postmaster.

The road from Melrose enters the State road about twenty-nine miles from St. Louis, and opposite the beautiful residence of John Letcher, oldest son of Isaac and Julia (Bobbs) Letcher, of St. Louis. He was born in St. Louis in 1823, and was one of the pupils of Elihu H. Shepard. He married Cornelia, daughter of George C. Frazier and Priscilla Caulk. He taught school for several years, and purchased his present place, section 16, 44, 3 east, in 1858, while it was still in woods, and has brought it up to the present fine condition of "Rose Mount." He is a lover of fine fruits and flowers, and is a principal supporter of Bethel Church and Sunday-school, and an active member of the Good Templars.

Fox Creek is a hamlet on the State road, and derives its name from being the location of the post-office that has so long borne that name, although itself on the head-waters of Wild Horse Creek. The land in section 9, 44, 3 east, was entered by Martin Hencken in 1838, and subsequently added to by purchase from Nathaniel Bacon. Hencken came from Bremerhaven in 1836 with his wife and family, and at the time of his death left a family of five sons and two daughters, all of whom live in the neighborhood except Martin, who

is in New York. His wife died on March 4, 1879, aged eighty-one. Frederick Hencken, his youngest son, began store-keeping in 1859, and was appointed postmaster of Fox Creek post-office in 1860. He married Mary H. Becker, and has a young family. He built a steam mill, noticed elsewhere.

There are now quite a number of buildings in and around Fox Creek, together with a blacksmithy, carpenter, wagon-maker, and undertaker-shops, and a tavern, besides the store and post-office.

Cedar Grove was the residence of Judge Peregrine Tippet, long and well known as one of the most active and intelligent citizens of the county. He came from Maryland about 1832, remained a few years in St. Louis, and entered land in section 3, 44, 3 east, in 1835; laid out a farm, planted a large orchard of choicest fruit, and was an authority as a farmer and pomologist. "Aunt Susan's Favorite" apple originated here from seed sown in 1837 by Mrs. Tippet, *née* Susanna Lee. In the original orchard, near the site of the "old cabin," stands a service-berry tree of gigantic proportions, at least one hundred feet high and beautifully balanced, in early spring a veritable "mountain of snow."

The judge in early times kept a store and wayside inn, was justice of the peace for many years, and judge of the County Court from 1858 to 1864. He moved to Mississippi and died, leaving two sons and a daughter. One son, Henry, is dead, and the other, Philip Lee, lives in Jackson, Miss. His only daughter, Susan, is married to M. D. Lewis, public administrator of St. Louis City. The property is now owned by Joel R. Frazier, his nephew-in-law.

Philip Tippet bought the farm adjoining his brother, Judge Tippet, from Mark Stevenson. He was born in Maryland in 1804, came to the neighborhood of Chesterfield about 1837, and taught school for many years. He was justice of the peace several years, and clerk of the Court of Common Pleas in St. Louis from 1846 to 1850. He married the widow of George C. Frazier in 1844, by whom he had one son, Josiah, now in Colorado. He was accidentally drowned in the Meramec at Glencoe while fishing, along with his son, in April, 1870. Mrs. Tippet died March 7, 1875.

Joel Richards Frazier is the son of George C. Frazier, from Kentucky, and Priscilla, daughter of Richard Caulk, born July 3, 1804. He was educated in Central College, Missouri, and taught school for many years. He married his cousin, Katherine Frazier, of Kentucky. He owns the Judge Tippet property and the adjoining Walter Shields land, in section 3, 44, 3 east. He was township assessor in

1877-80. He is an active supporter and officer in Bethel Church and Sunday-school, and an earnest promoter of the Law and Order Association. His father, George C., was a man of superior ability and education, taught school near Chesterfield, and in St. Charles County was justice of the peace for several years about 1837, and died about 1841.

Pond, or Speers' Pond, is a small but noted settlement, on the State road, twenty-six miles from St. Louis. It has a store, and post-office of the same name. The land, section 2, 44, 3 east, was pre-empted by John Brockman, from Virginia, in 1835, and was sold to Cyrus Speers (son-in-law of George Ferris), who kept a store and tavern for many years. This was for a long time the "voting-place" for the township, and the scene of many a political fracas. Mr. Speers sold his property to Mr. Hilkenkamp; he to Frederick Dreinhofer, from Osnabruck, Germany.

A new store was put up by Frederick Essen, whose widow married Charles Hillebrand. The store was burned down, and a fine new one erected, which, with the post-office, is managed by the widow of C. Hillebrand.

James Wright came from Virginia about 1840, and settled in section 31, 45, 3 east. He exchanged lands with Louis Bartrow, who settled on sections 11 and 12, 44, 3 east. Mr. Wright married Miss Sweeney, of Maryland, by whom he had one son and daughter, Margaret, wife of John T. Brown. Mrs. Wright died Jan. 8, 1859, aged fifty-three, and he died April 4, 1872, aged sixty-nine.

Thomas M. owns a portion of the property, which he has greatly improved. He married Martha, daughter of John Howell, and has a rising family.

William Eatherton was born in Spottsylvania County, Va., in 1807, and came to Missouri in 1839, settling in Gasconade County. He came to the present place, section 6, 44, 3 east, in 1844, and kept store for several years. He married Frances Pendleton, who died in 1856. In 1858 he married Virginia A., daughter of B. F. Lipscomb, who came from Virginia in 1839, and settled on Wild Horse Creek.

John W. Doss came from Kentucky about 1844, settled in section 31, 45, 4 east, and was justice of the peace for several years.

Ellisville is twenty-two and one-half miles from St. Louis, in section 32, 45, 4 east. The post-office, store, and quite a number of buildings are over the line in Bonhomme township. It was settled by Capt. Harvey Ferris, from Kentucky, before 1837. He built the large "brick house," then a notable structure, and which is still standing. Capt. Ferris sold to Vespuccio Ellis, afterwards United States consul to Vene-

zuela, and closely associated with the events that culminated in the Mexican war. Mr. Ellis sold to Mr. Hereford, from Virginia, father of Dr. Hereford, of Bridgeton, and Mrs. Dr. Beale, of Eureka. In 1842 he secured the location of a post-office at this point, and named it Ellisville, after his old post-office in Virginia. He sold to Samuel Wilson, and he to Maj. Clarkson, of Kentucky, who in turn sold to Capt. Hutchinson, of steamboat fame, who laid off a large training course, with fine stables, and engaged in the raising of fine horses. He planted extensive orchards, and greatly improved the surroundings and the stock of the country at large. He was, however, disappointed in the results, and subdivided his farm into small lots. Adam Doehring purchased the brick house and a considerable portion of the land.

Leaving the State road and turning to the western edge of the township, we find the following early settlers:

Baldwin Locker, located near the Wild Horse road, was born in Louisa County, Va., March 15, 1803; married Annie Carpenter, of same county, born in 1804. He came to Missouri in 1838, and entered United States land in section 5, 44, 3 east. He had four sons,—Louis (dead), Robert, Thomas, and John (in Montana). He died in 1875, and his wife in April, 1877. Both buried in Bethel Cemetery.

Herman Steines came along with C. Paffrath and others in 1834. He settled on section 6, 44, 3 east, and adjoining lands in Franklin County. He taught school for many years, was justice of the peace during several terms, and was assessor of the township for some years. He died, leaving a widow and a number of grown children.

His son Frederick is now justice of the peace, and lives on a portion of the Wm. Hamilton survey, 385.

Rev. Robert G. Coleman came from Spottsylvania County, Va., in 1837, the year of the flood in the Missouri bottom. The "great flood" occurred in 1844, and forms an important epoch in the history of Bonhomme bottom, its marks being yet distinctly visible and a long lake formed where cultivated fields existed. The water was up to the wagon-bed bottom in crossing over from the Lewis Ferry. In 1837, Mr. Coleman bought a part of the McCourtney tract, and later, portions of the Bell, Caughlin, Henry, and Mackay tracts. This tract bears date from Zenon Trudeau, 1798. Alexander McCourtney deeded survey 152 to his brother John, and John subsequently to his son Martin. The Rev. R. G. Coleman had four sons, William H., Spencer G. (in Franklin County), John M. (died in 1849), and Robert G. He died about 1842.

William H. Coleman was born in 1815 in Virginia, came to Missouri with his father in 1837, was married to Hardinia Bromley Goodwin, daughter of K. Goodwin, of Lexington, Ky., in 1839. He erected a log house on the place, and in 1848 the present substantial brick mansion.

The river is cutting away the bottom lands here with fearful rapidity, and unless its direction is changed it will sweep on to the bluff. W. H. Coleman has lost at least thirty acres, and Senator Coleman as much.

Mr. Coleman has held no public office, but has ever been the active promoter of public enterprises. He is an earnest Granger, and Bonhomme Grange Hall, built by a joint stock company, is on his land on the Bly place. The Bacon school-house, one of the earliest in the township, was located near the same spot.

Robert Goodwin Coleman, ex-State senator, the youngest son of the Rev. R. G. Coleman, married his cousin, Eliza, daughter of Henry Tyler. The oldest son, John, married Mary, daughter of John Orr, and the oldest daughter married her cousin, Dr. Robert G. Coleman. He built his first house in 1844, and his present residence in 1869. He was elected State senator in 1857, and again in 1877. He was one of the first Good Templars in the county, in the lodge organized at Antioch, in 1856, of which he was Grand Templar.

Henry Tyler came from Caroline County, Va., in 1837, and bought some large tracts of land in the Mackay grant 1955. He had five sons and two daughters,—Mrs. Senator Coleman and Mrs. Edmond A. Nickerson, of St. Louis. Capt. William Tyler, brother of Henry, came about 1835, and bought a portion of the Graham grant 134. He had four sons,—Zachary, John S. (now dead), Dr. B. R. (now removed from the county), and Alexander L., of St. Louis. He represented the county in the State Legislature about 1840-42, and died in Virginia about 1864. James R. Eatherton now owns the property. Along with Capt. Tyler there came Zachary Tyler and Dr. Halliday, and about the same time William Boxley, Massey, and Daniel Coleman, from Caroline County, Va. William Boxley purchased the Darby property, which he sold again, and went to Southwest Missouri. Dr. R. H. Stevens and his brother came about 1838, and bought largely in the Musick & McDonald tracts, surveys 122 and 150, which he ultimately subdivided and sold, and removed to near Crève Cœur.

Orrville is a small hamlet on the edge of the Theophilus McKinnon survey 163, in the beautiful Bonhomme Creek bottom, and takes its name from the Orr family, long settled there. It has a store and

post-office, kept by Gustave Hoppenberg, a school, blacksmith and wagon-maker, and a number of other buildings. The residence of William P. Bacon is a fine frame building, and he is the representative of an old line of settlers.

John Orr and James Orr, brothers, came from the Cow Caddens, Glasgow, Scotland, and bought the Richardson survey 134. John married Maude Eleanor Graham, daughter of Alexander Graham, part of whose farming-lands now form Wild Horse Lake. They had four children, James, Mary, John, and Robert. He died about 1829. William Bell, of survey 909, was Mrs. Bell's uncle and also from Scotland.

James married Elizabeth C. Breckenridge, and died without children.

John Orr, the second, married Margaret, daughter of Parks Bacon. His children are William T., Mary, Walter, and Julia, all married in the neighborhood.

Robert Orr was born in 1829, and bought the Theophilus McKinnon survey 163. In 1849 he married Laura, daughter of Thomas Caulk. He was justice of the peace for six years. He sold to John Hoekersmith. He has three sons and four daughters alive.

Richard Caulk came from Maryland; was an officer in the Spanish army, and obtained a grant of four thousand arpens of land. He settled on survey 125; married Sallie, daughter of Lawrence Long, and had six children,—Ruenna, Thomas, Priscilla (Mrs. Frazier-Tippett), Ann Eliza (Mrs. Hugh Miller, now in Colorado), Isaac (dead), and Sarah (Mrs. Alton Long).

Thomas Caulk, the oldest son, was born in this county in 1800, and received a grant of six hundred arpens in Pike County for that fact; he settled on survey 126 under Charles Kyle; he married Miss Worthington; was assessor, and was in the State Legislature in 1837, and went to the Indian nation.

The Bacon brothers came from Virginia about 1812. They were William, Ludwille, Nathaniel, and Nicholas. Ludwille entered land at the mouth of Bonhomme Creek; he married a Long; his son Parks married Elizabeth C. Breckenridge, by whom there were four children, of whom William P. Bacon and Mrs. Margaret Orr still reside in the vicinity. Nancy, daughter of Ludwille Bacon, married Robert Lewis, from Loutre Island, and had a family, among them Garland and Warner Lewis, the well-known lawyer and editor.

Mrs. Elizabeth C. Hyatt (*née* Breckenridge) is one of the most notable residents of the neighborhood. She was born in Kentucky in 1797; married Parks Bacon,

noted before, and was left a widow; she then married James Orr, uncle of John and Robert Orr, by whom she had a son James. Again widowed, she married N. Ferguson and had two daughters, Mrs. Hoekersmith and Mrs. Humes; left a widow for the third time, she married Judge Hyatt, of Florissant, and is yet again a widow, hale, bright, and entertaining.

James Ball lives on Bonhomme Creek, sections 22, 45, 3 east, and is the representative of one of the earliest settlers in the township. His father, James Ball, came from Kentucky with Daniel Boone, and was for many years his close companion. He was an intelligent man, his library in these "wild woods" comprising about fifty volumes, and he had the first family Bible and clock in the township. His family record is most minute and distinct. Although a small man, he was brave and daring in the extreme. He had a large family of daughters; the youngest is the wife of J. Robert Eatherton, who has been a conspicuous and highly enterprising citizen, and owns the Capt. Tyler farm.

Lawrence Long came to Missouri from Virginia along with Samuel Conway about 1796. He settled on a Spanish grant of one thousand arpens, including the site of Chesterfield. His descendants are mostly in Bonhomme township. His children were Lawrence (married Sarah Post), James (married Leah Fitzwater), Alton (married Sarah Caulk).

James and Leah Long were main supporters of Chesterfield Church.

Chesterfield is on the very edge of the township, and is as much in Bonhomme as in Meramec. It contains about a dozen dwellings, church, and school, and has a long and interesting history. It has lately obtained a post-office at Wetzell's store, with Henry Wetzell as postmaster. C. Andrae is an old settler.

The town was laid off by Col. Justus Post in 1817. Elihu H. Shepard says of him, "He was one of the best informed and wealthiest citizens of the Territory, had been educated at West Point, was a profound, practical mathematician, and had served with credit in the United States army during the war of 1812. He was possessed of an estate of one hundred thousand dollars, mostly in cash, purchased large tracts of land, built a country residence and a mill in Bonhomme (Meramec) township, made other improvements, and gave embellishment to the country and life to business around him. . . . He became director in the Missouri Bank, and became involved, . . . left Missouri and settled in America, Ill., and died, having disposed of his large estate in St. Louis County for a trifle when he left, which, if held to his death, would have left his two sons millionaires." The bricks for

the mansion of Col. Post were made by Letcher & Bobb, of St. Louis, in 1822. Many well-known names cluster there,—Albert Worthington, Dr. Kincaid, Dr. James Hall, etc.

The Darby family came from North Carolina in 1830, and bought land in the Bell & Mackay grant. They sold to William Boxley about 1837. Hon. John F. Darby was a member of this family.

Bonhomme Post-Office, with its fine homesteads and closely-settled, fertile land, is an attractive spot. The store and post-office are kept by Charles Boiselier. The daily mail-stage on the Olive route makes this its terminal point. It is quite near Howell's Ferry, an important crossing to St. Charles County, and is in an affluent neighborhood. Charles Boiselier owns the store, and is postmaster. His father and uncle removed from France to Germany from political causes about 1839; emigrated to Missouri and bought land.

Thomas Boyer came from Fulda in 1836. He found a few German families already here. C. Angelrodt and four others had settled a short distance above, and were known as the "Bremen Company," whose widely-extended influence in Europe attracted considerable emigration. Mr. Angelrodt has long been known as senior member of the firm of Angelrodt & Barth, consular agents, St. Louis. He bought a large tract of land in the Mackay survey at sheriff's sale for taxes, that had been owned by a Dr. Eden, non-resident. Mr. Angelrodt sub-divided and sold it.

Adam Bates came here about 1823. He had a large family, a portion of them in St. Charles County. Henry lives on the homestead, and was justice of the peace. Adam Wardenberg came about 1833. He bought some of the Eden land, and settled on survey 414. S. Dachreden lives on the old Worthington place, and came here about 1834, as did the Krennings, Krums, and Adolph Kehr, of Kehr's Mill. Rapphoff, Ficke, and E. Becker came about 1837. John Howell, of Howell's Island, is son of Thomas Howell, born in 1783, and settled on the land known as the Governor Bates farm. He sold to Governor Bates, and removed to St. Charles County. John married a daughter of Martin McCourtenay, and had a large family,—Rudolphus, Orlando, Martin, Martha (Mrs. T. M. Wright), Minerva, and Huldah. His first wife died, and he married a Miss Iden. Martin McCourtenay, nephew of Alexander McCourtenay, came from Pittsburgh in 1837. He had two sons, who both left, and two daughters, Mrs. J. Howell, noted above, and Mrs. Mary Link, who resides in the vicinity and has a large family, mostly grown up.

St. Andrew's was laid off by John Henry early in

the century, but never gained much note. It is now about eight hundred yards from the bank of the Missouri River, engulfed in the bed of that destructive stream, which is now destroying the richest lands of the vicinity.

The settlement of the township presents three distinct waves. A few adventurous spirits, mostly Kentuckians and French, explored the land and obtained grants previous to 1800. Another influx from Kentucky occurred from 1800 to 1820. Then came a lull incident to the settlement of the State government, which continued until 1830. Between 1830 and 1840 came the great wave of wealth from Virginia, supplemented by, but not commingling with, the great German emigration of that period.

The first German settler known of in the township was Worth, who came about 1818 and settled on sections 5 and 6, 44, 3 east, on the Beckemeyer place, now owned by Frederick Ossenfort. He served in the great European war with Napoleon, and came to the United States at its close.

The first colored man that owned land in the township was Jesse Hubbard. He belonged to Nancy Bacon, then Mrs. Robert Lewis, and went with Mr. Lewis to California in 1849-54. They returned with fifteen thousand dollars, which was divided between them. The share of Jesse was then divided by his mistress, who gave him his freedom along with his share, and he bought land from James Orr and settled on it.

The "Old Church by the Lake" was a log building at its east end, which for many years sheltered a throng of rough but earnest worshipers. It was built by the Baptists, but its doors were open to ministers of every denomination. Its cemetery alone remains.

Chesterfield Church took its place, and has already been noticed.

Old Baptist Antioch Church is situated on the old King's Highway, in section 15, 45, 3 east. It was erected mainly by the Coleman and Tyler families. It was dedicated May 29, 1841, and constituted a Baptist Church by Noah Flood and John H. Thompson. John Wright was ordained deacon, B. F. Lipscomb clerk, and Abner Bly treasurer. As many as thirty-three persons were baptized by immersion at one time. The Rev. J. M. Peck, of St. Louis, frequently preached here.

New Antioch Church was dedicated on Dec. 25, 1860, by William Crowell, of St. Louis, assisted by Mr. Hickman, and the old church building was given up for the use of the colored members. In 1872, Robert G. Coleman, John Hockersmith, and A. J. Cumming were ordained deacons. William H. Cole-

man was appointed clerk in 1846, and still fills the same office. A Sunday-school meets in the church, and a cemetery is attached.

Rock Bethel was built on Wild Horse Creek by the Methodists, at a cost of two thousand dollars. It was dedicated in 1859 by Rev. Dr. Finney, assisted by Wesley Browning, the preacher in charge. A short time after opening it was discovered that it was placed on the wrong survey, and the owner, Mr. Solf, refusing to sell the land, the building was lost.

Log Bethel, or Little Bethel, was built on section 4, 44, 3 east, for the Sunday-school and as a temporary preaching-place till a better could be built, but was never formally dedicated.

New Bethel Methodist Church was erected on the State road, section 3, 44, 3 east, and is a fine frame building, with rock basement for Sunday-school purposes. It cost four thousand seven hundred dollars, and was dedicated by Rev. Dr. McAnally, assisted by Wesley Browning and J. S. Frazier, on April 8, 1875. It has a membership of one hundred and fifty and a flourishing Sunday-school.

Bethel Cemetery is a beautiful spot, regularly laid out and tastefully ornamented. The first burial was that of William Atwell, who was born June 16, 1854, and was killed by striking against the roof of Laclède bridge on the night of Aug. 29, 1873.

Eureka and Lewis Chapel have been noticed in their respective locations; the Protectorate Chapel has also been referred to. A cemetery has been laid out in connection with the institution; the McCullough burial-ground has been given up, and most of the bodies have been removed to Bethel or the Protectorate Cemeteries. The Inks Cemetery is situated at Augustus Wengler's, and is a public burying-place. The McClure Cemetery is located on Judge Allen's farm, and contains the dust of many pioneers.

Meramec Preaching Circuit was part of Manchester previous to 1859. In 1859 it was separated and called Allenton Circuit, with Wesley Browning, preacher, who was succeeded by Rev. Jacob Ditzeler. Rev. J. N. W. Springer was preacher in 1860-61. It was without a preacher in 1862-63, but occasional services were held by the Revs. W. Alexander and Atkinson, of Manchester. In 1864, Rev. Mr. Compton took charge, and was succeeded by Rev. J. E. Godbey. In 1866 the circuit was united with Union, with the Rev. William M. Williams, preacher. In 1868 the name was changed to Meramec Circuit and Allenton dropped. The Union and Meramec Circuits, J. E. Godbey, C. P., and L. W. Powell, assistant, were composed of Union, Franklin, Eureka, Lewis Chapel, and Little Bethel. In 1872 the Franklin County places were separated and Fenton added. In 1875 Fenton was dropped, and Eureka and Lewis Chapel was united in Meramec Circuit.

The following is a list of Meramec Circuit preachers: Wesley Browning, 1859; Jacob Ditzeler, 1859-60; J. W. N. Springer, 1860-61; ——— Compton, 1864; W. M. Williams, 1866;

J. E. Godbey, 1865-68; L. W. Powell, 1868; H. C. Watts, 1870; J. H. St. Clair, 1872; R. F. Chew, 1873; L. W. Powell, 1873; Abram Slater, 1874; I. R. Hicks, 1875-79; J. W. Johnston, 1879-81; J. W. Robertson, 1881-82.

Among the early ministers who labored in this field may be mentioned

Revs. John Clark, Methodist (afterwards Baptist); Lorenzo Dow, Methodist; J. M. Peck, Baptist, St. Louis; Robert G. Coleman, Baptist; Jacob Hudspeth, Francis Brownley, and John R. Brown, Cumberland Presbyterians; Lemmon and Hardeman, Baptists; Garvin, Presbyterian; Jesse Green, T. A. Morris, R. A. Bennett, and Robert A. Young, Methodists.

Societies, Orders, etc.—Meramec Horticultural Society, established in 1859, held monthly meetings at the houses of the members and annual exhibitions at different points. It was supplanted by the Patrons of Husbandry. Meramac Grange, No. 1, the first in the State, was organized by O. H. Kelley, Washington, D. C., August, 1870, and met near Glencoe. Pacific Grange meets near Eureka; Bonhomme Grange meets in the hall at Wild Horse; Arville Grange near Pond. The last two are dormant.

A lodge of Good Templars was organized at Antioch in 1856, and another was organized at Glencoe, 1857. Meramec Lodge, 146, meets at Bethel and has forty-four members. Lone Star Lodge meets at Eureka and has twenty-five members. Masonic Lodge meets at Eureka. Harigari (German) meets at Wetzell's Store, near Chesterfield.

Following is a list of ex-justices, etc., resident in the township:

Richard Caulk, as Spanish officer; William Harding; ——— Post, 1820; Henry McCullough, 1820-50; J. P. Lawler, 1850; George C. Frazier, 1837; Robert Lewis, 1849; Hugh Miller, Philip Tippet, Perigrine Tippet, Benjamin G. Brown, T. R. Allen, Robert Orr, W. S. Holloway, James Sappington, John W. Doss, Maj. Beale, Herman Steines, Thomas Thomas, Henry Dreinhofer, Henry Bates, Fred. Storren, John Quirk, George Hoenecker, William Muir.

ASSESSORS.—Thomas Caulk, Benjamin G. Brown, 1844-48; William S. Holloway, R. A. Lewis, Herman Steines, Thomas Thomas, T. R. Allen, Joel R. Frazier, Green B. Baxter.

LEGISLATORS.—Thomas Caulk, Capt. William Tyler, Rufus A. Lewis, William Harris.

CONSTABLES.—Albert Worthington, Green Baxter, Wash. Bacon, D. S. Warfield, William Stosberg.

COUNTY OFFICERS, 1833.—Robert C. Allen, State Legislature; Frank Rewwe, county assessor; William C. Wengler, deputy county clerk; *Justices of the Peace*, F. W. Steines, Herman Heinze; *Public Notaries*, Thomas Thomas, D. C. Taylor; *Constable*, Samuel G. Trower; *Post-offices and Postmasters*, Allenton, Frederiek Wengler; Bonhomme, Charles Boisselier; Eureka, Thomas Thomas; Fox Creek, Frederick Hencken; Gumbo, Henry Wetzell; Glencoe, wanting; Melrose, Louis Wackher; Orrville, Gustave Hoppenberg; Pond, Mrs. Eliza Hillebrand.

Among the early physicians of the township were—

Drs. Peter Kincaid, Edward Zoller, Eherwine, Keuckelhabn, Toney, James Hall, Wilson, Swartz, A. W. McPherson, Dunn, L. D. Morse, Wyatt, Galny, Alexander, S. R. Woods.

Physicians, 1833.—Dr. J. B. H. Beale, born West Virginia, 1819; graduated Cincinnati College, Ohio, 1846; located in Eureka, 1854.

Gustave Stricker, born Oberkirch, Baden; graduated Heidelberg College in 1852; located near Fox Creek in 1856.

Robert G. Coleman, born St. Louis County, 1840; graduated Cincinnati College, Ohio, 1867; located near Orrville in 1867.

Samuel Rush Loing, born Petersburg, Va., 1852; graduated Louisville, Ky., College in 1874; located on Wild Horse road in 1876.

Lee Earnest Munroe, born St. Louis County, 1860; graduated Pope's College, St. Louis, in 1880; located at Glencoe in 1881.

In the township there are sixteen district schools, "Druhes School," on State road, section 6, 44, 4 east, Catholic; Protectorate School, near Glencoe, Catholic.

Meramec township had in 1850 a population of 1921; in 1860, 2468; 1870, 3436; 1880, 7923.

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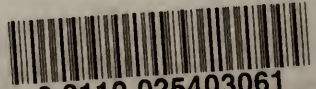
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