

Kansas historical quarterly

Section 60, Pages 1771 - 1800

The quarterly journal of the Kansas Historical Society from 1931-1977, the Kansas Historical Quarterly succeeded the Kansas Historical Collections, 1875-1928, (also available as unit 221606) and preceded Kansas History: A Journal of the Central Plains, 1978 - present.

Creator: Kansas State Historical Society

Date: 1931-1977

Callnumber: SP 906 K13q

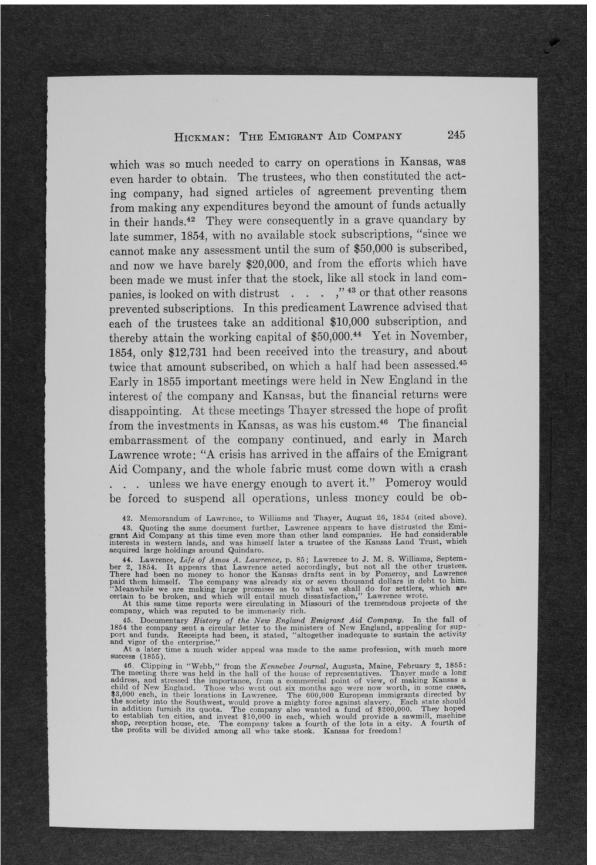
KSHS Identifier: DaRT ID: 221562

Item Identifier: 221562

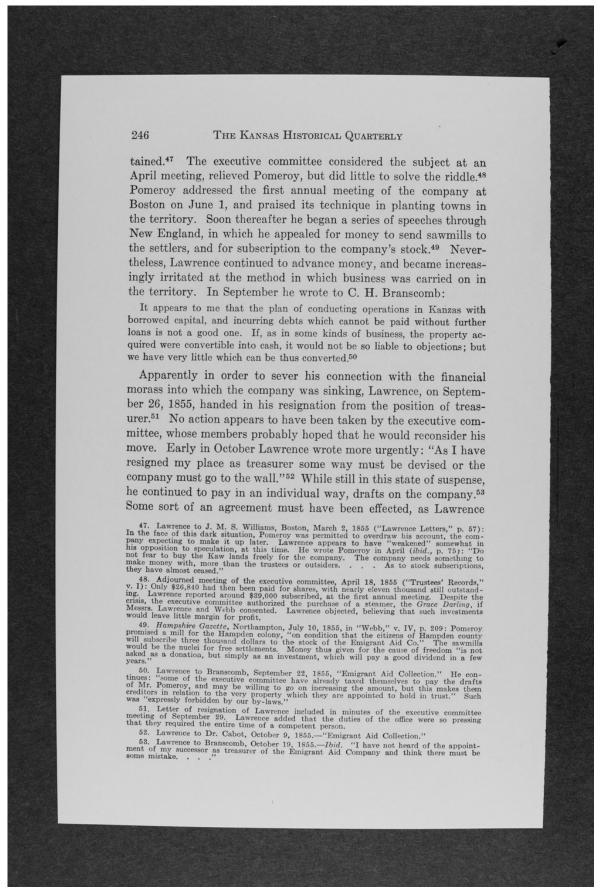
www.kansasmemory.org/item/221562

KANSAS HISTORICAL SOCIETY

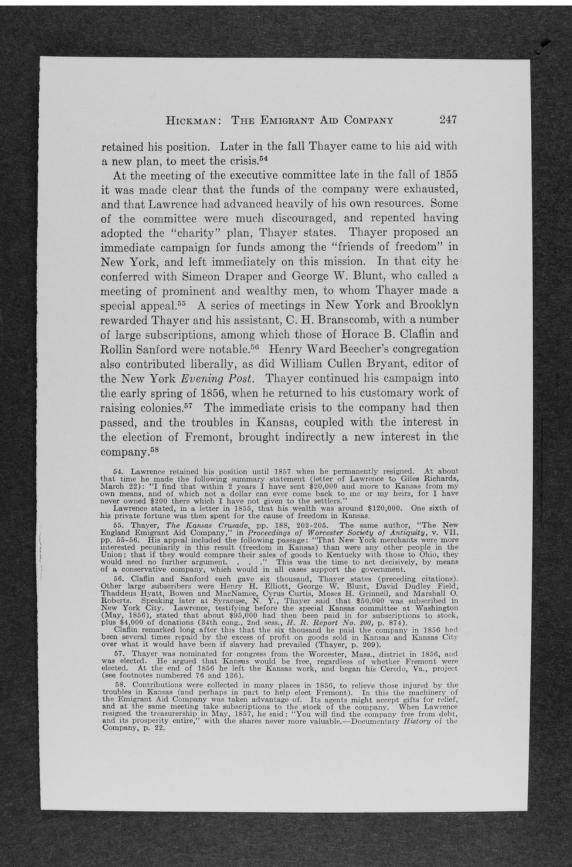




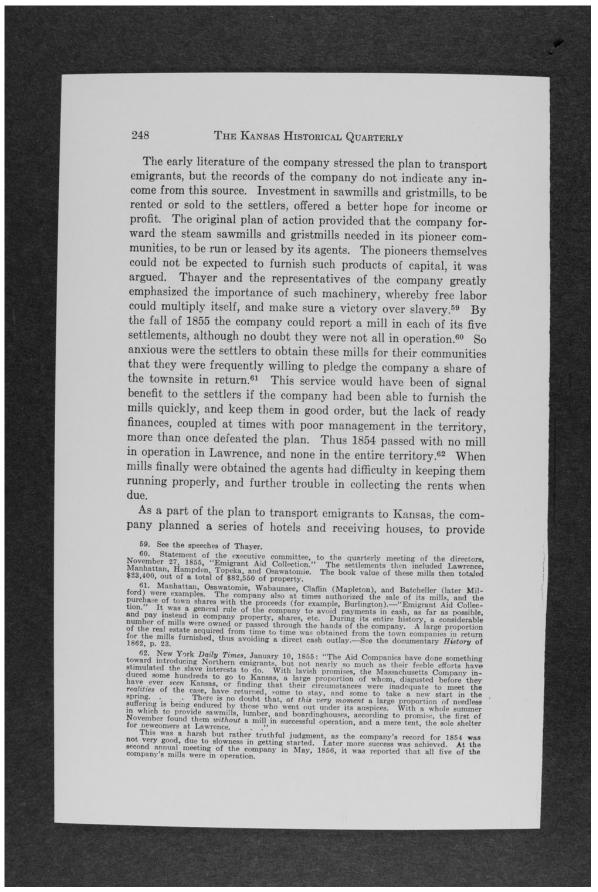




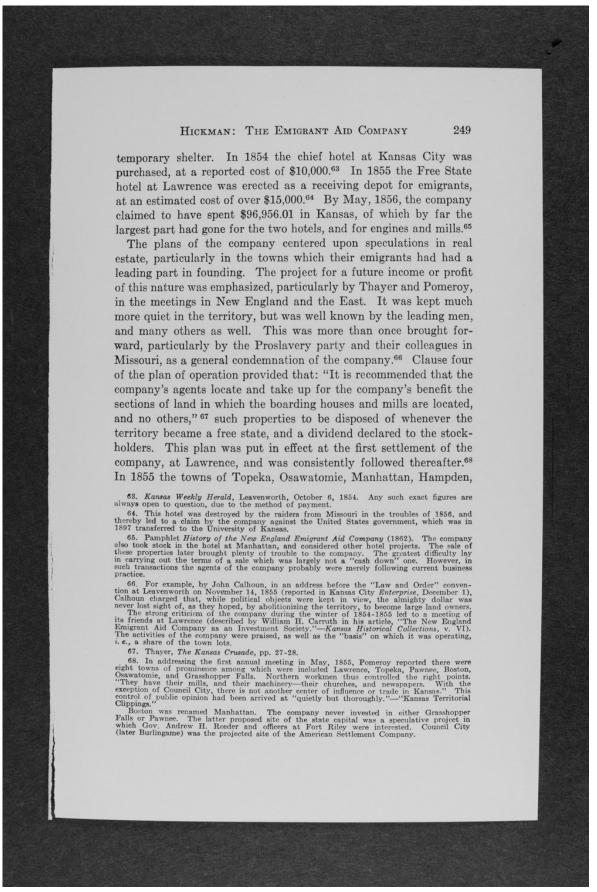




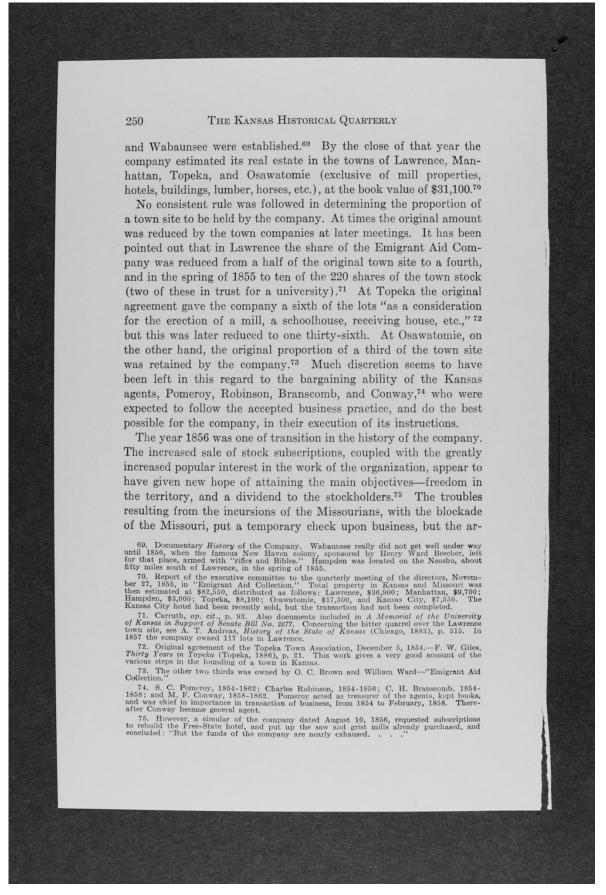




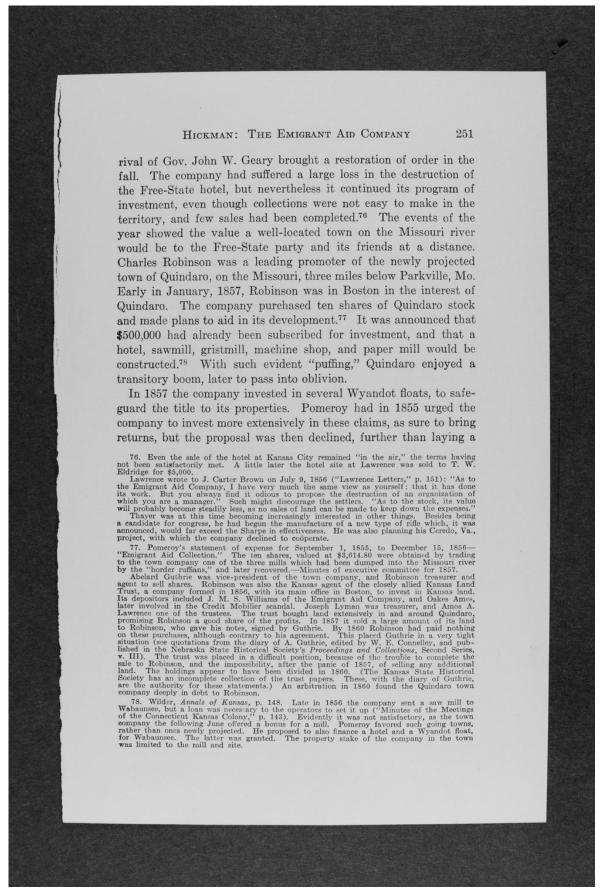




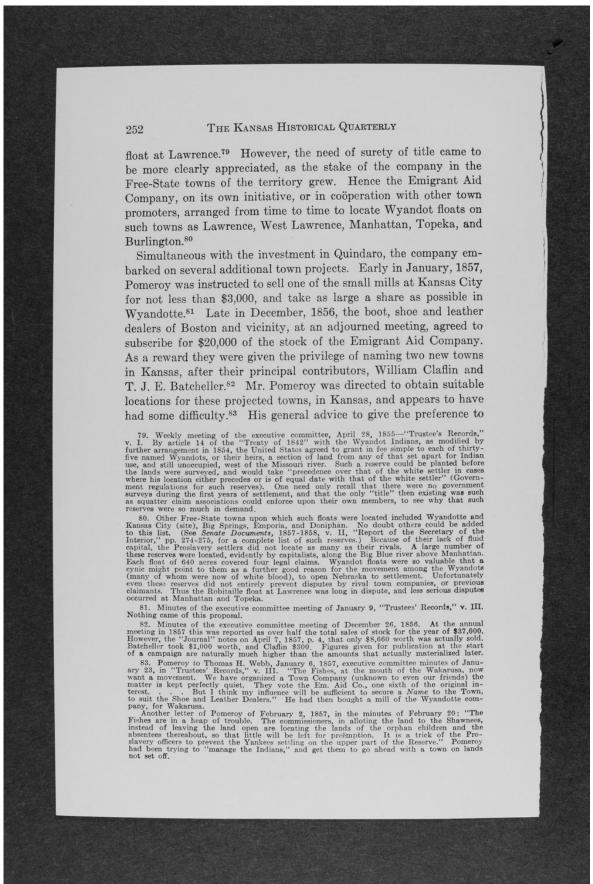




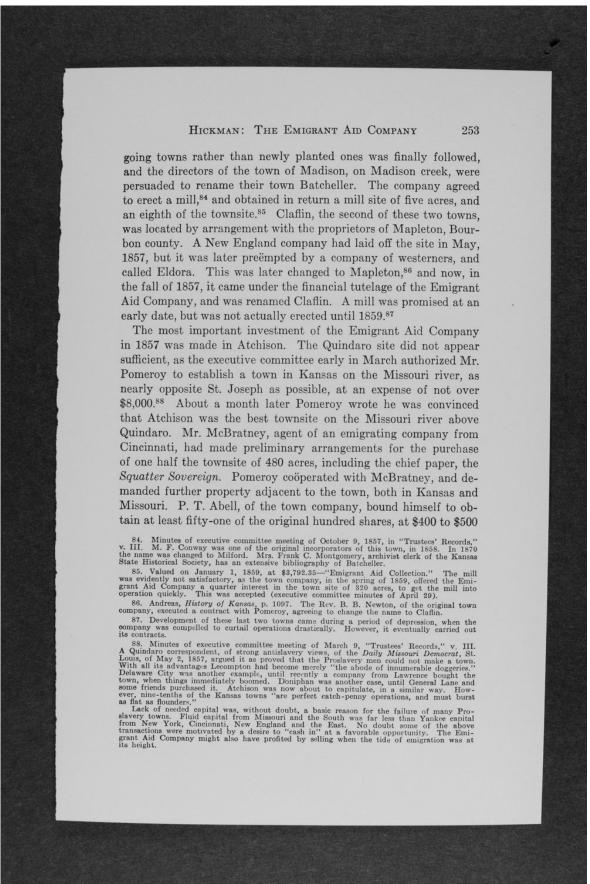




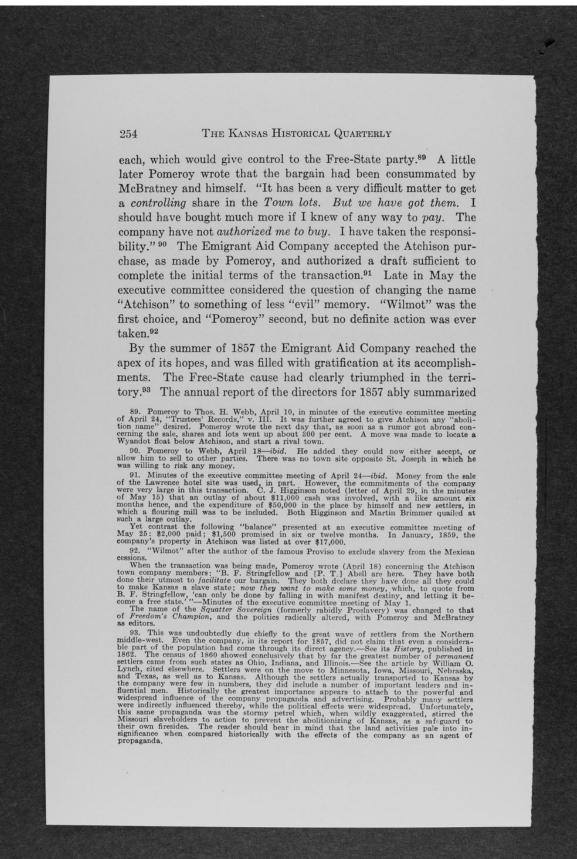




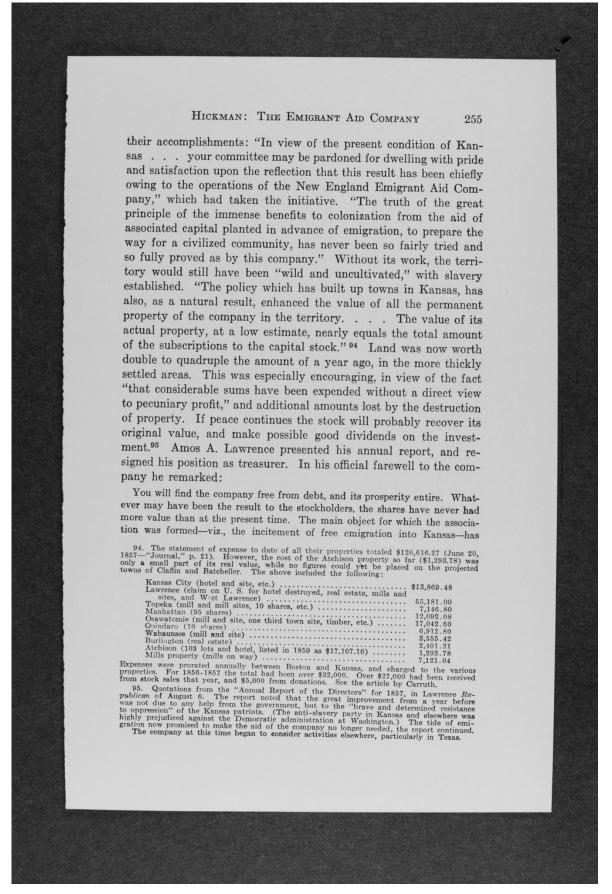




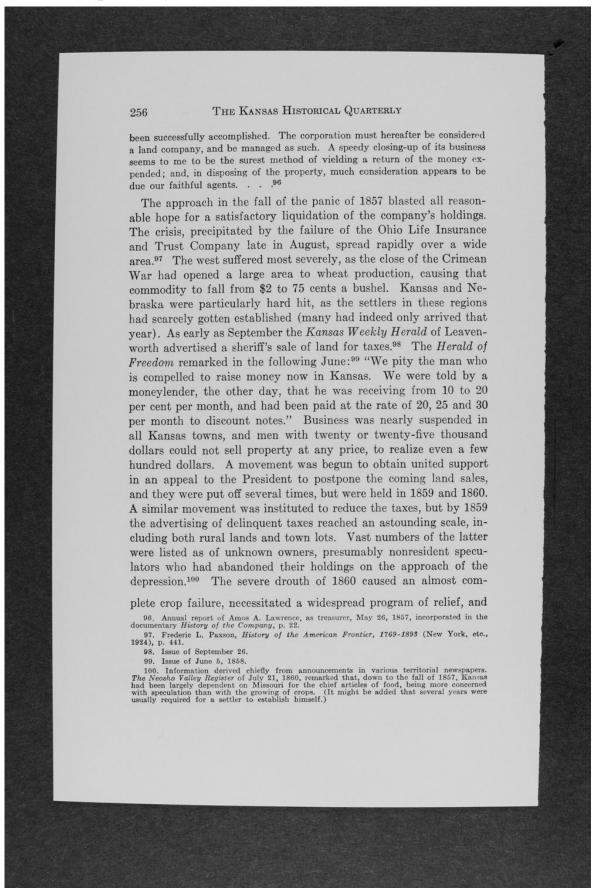




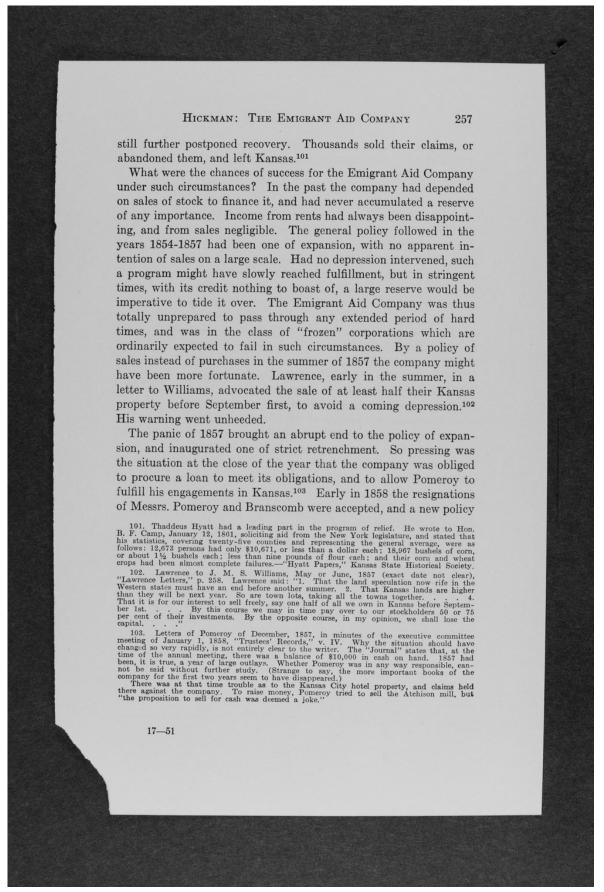




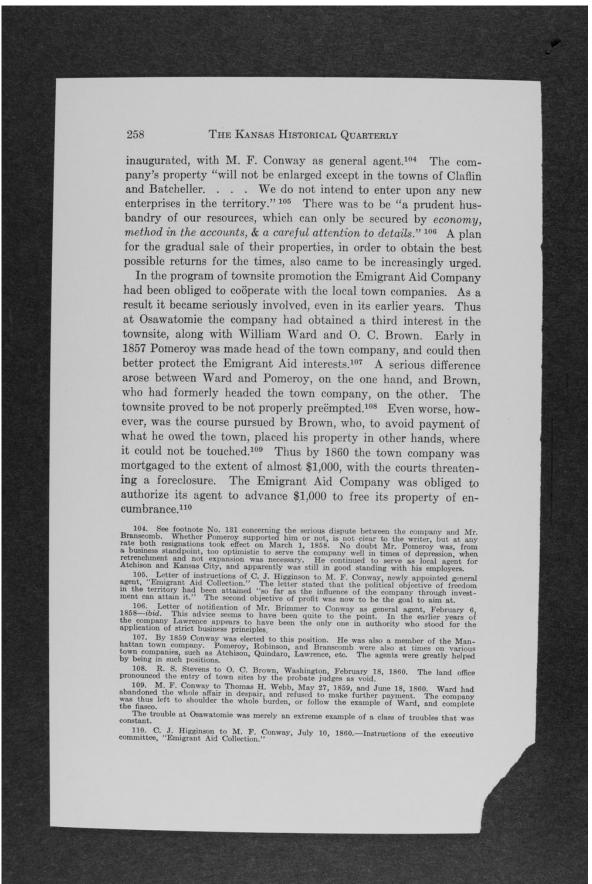




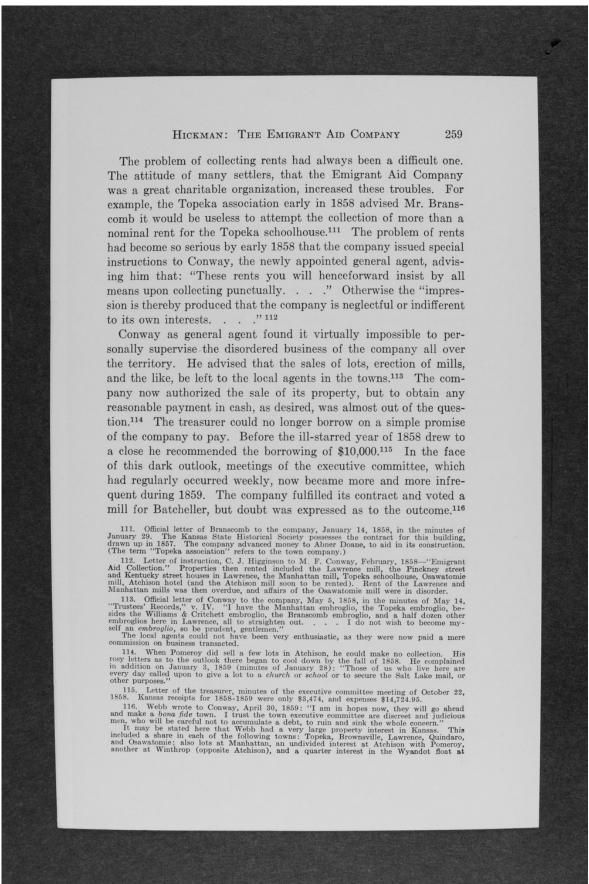














Kansas historical quarterly

260 THE KANSAS HISTORICAL QUARTERLY A question arose as to the exact extent of the company's property at Manhattan.117 It was found that in general no sales of importance were possible in such a period, but the company continued to oppose forced sales, 118 even though current expenses made impossible a reduction in the notes outstanding. Sales were limited chiefly to the Topeka schoolhouse and the Kansas City hotel. In its extremity territorial scrip was accepted in payment of several "bad" debts.120 The executive committee noted, in the fall of 1860, that it was "entirely unsafe to rely for any part of this needed money, upon remittances from the territory" . . . and recommended a further note issue.¹²¹ At the annual meeting in May, 1861, it was shown that rents from Kansas for the past year had been only \$915.09, and sales a paltry \$520.75. Though current expenses had been greatly reduced they were still not far from \$4,000. Nonresident landholders could make no sales, while the mills of the company were deteriorating. 122 With the admission of Kansas as a free state the special purpose of the company had been fulfilled; "still, the Ex-Committee have always borne in mind, that our enterprise to be perfect in result, must be a success financially, as well as in every other way. It must be shown that the Free State system of settling new country, pays well, in money. This we do not absolutely despair of doing even in the case of Kansas," despite the series of unfortunate events. 123 It was decided to sell their entire property for \$20,000, which would leave \$5,000 above indebtedness, and with the \$25,000 due from the United States for destruction of the Lawrence hotel, might eventually admit of a small dividend to the stockholders. A few weeks later, however, it was voted inex-Burlington. He had also a promise of a share in each of the following: Moneka, Emporia, and Tecumseh.—Letters of Thomas H. Webb to "Friend Conway," July 6, 1858, and August 20, 1859, "Emigrant Aid Collection." Webb would request a share in a city as a reward for his account in the handbooks he published for emigrants. (A share was uniformly ten lots.) 117. Official letter of Conway, April 23, 1859, in the minutes of May 13. A hotel project re also caused trouble. "118. Minutes of the directors' meeting of May 29, 1860, "Trustees' Records," v. V.
"The secretary observed that the business affairs of the company continued much as they were at the last annual meeting, the year closing having proved quite unfavorable for the effecting of sales to any great extent or amount.

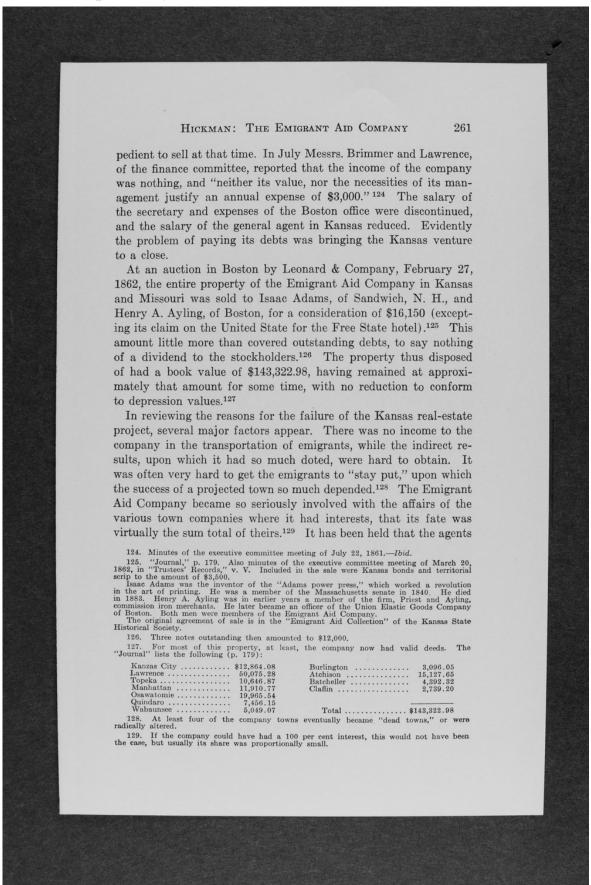
"The opinion was very decidedly expressed that forced sales ought not to be made, but the property carefully husbanded, and disposed of in larger or smaller parcels, from time to time. . . ." 119. The Kansas City hotel was sold to one Hopkins for \$10,000. The company objected to the unfavorable terms Pomeroy obtained, however. Eldridge intervened, claiming Hopkins his customer. The sale does not seem to have been finally completed. 120. \$2,500 from G. W. Brown of the Herald of Freedom, to pay his debt in full. own had often claimed that he owed nothing, because of his services to the cause of edom. Also \$1,500 from S. W. Eldridge, for furniture of hotel at Lawrence.

121. Minutes of the executive committee meeting of November 9, "Trustees' Records," v. V.

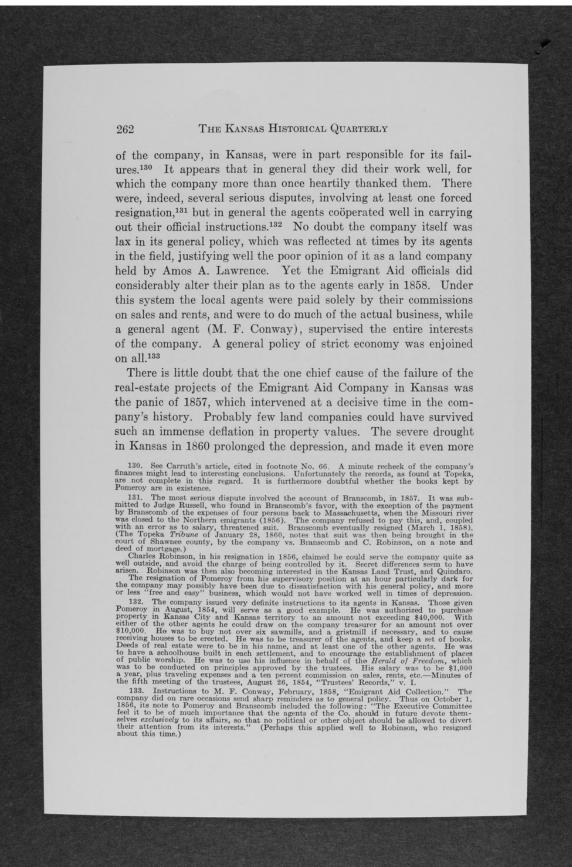
122. Annual meeting of May 28, 1861, described in the documentary History of the New England Emigrant Aid Company, p. 26.

123. Minutes of the directors' meeting of May 28, 1861, "Trustees' Records," v. V.

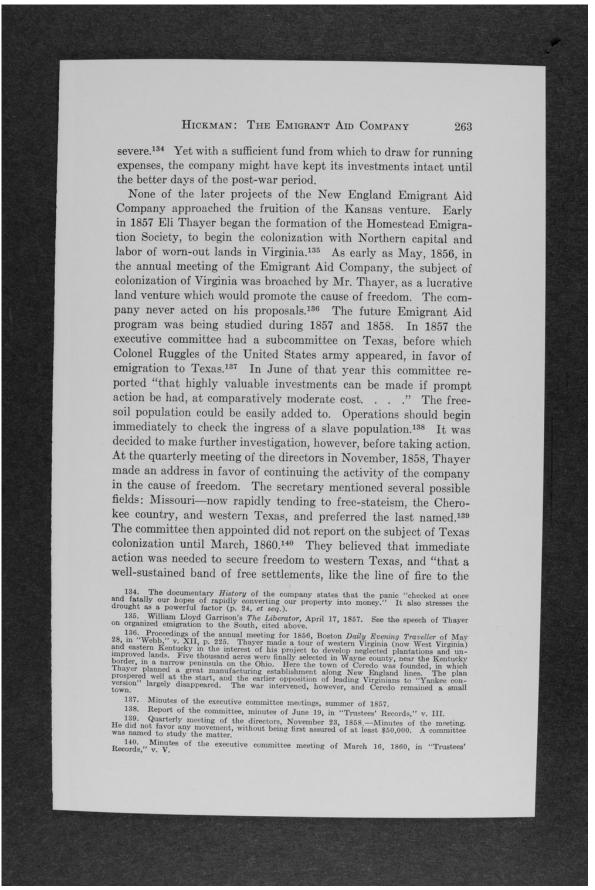














Kansas historical quarterly

264 THE KANSAS HISTORICAL QUARTERLY scorpion, will turn back the advance of slavery, & turn its venom to its own destruction." 141 The only peaceful solution of the slavery question "was the clear demonstration to the slave holders that free labor was cheaper and better in every way than slave labor," even in the cotton belt of the South. It was believed that the tide of slavery could be safely dammed up, by planting northern settlements along a 190-mile front south of the mouth of the Little Wichita river. 142 To execute this plan the committee recommended the purchase of large tracts of around 2,000 acres at six or eight points, leaving about fifteen miles between the settlements. Armed settlers and machinery should then be quickly sent in, with the general plan kept a secret to all but a chosen few, "until we feel ourselves strong enough to bid defiance to the slave-power." 143 Land could be purchased very cheaply in this region. The committee recommended a \$50,000 fund, with operations to begin when \$10,000 was collected. Subscription papers were drawn up, but not enough was collected to warrant the starting of the enterprise.144 Late in 1864 the Emigrant Aid Company undertook a plan to transport the surplus women of Massachusetts to Oregon. 145 The Rev. Sydney H. Marsh, president of the Pacific University of Oregon, called the attention of the directors of the company to the subject as early as 1860, but the war intervened, and no action was taken. 146 The project appears to have been largely philanthropic, and devoid of plans to invest in real estate. 147 The first small group of girls were sent, via the Isthmus, late in December, 1864, and a second and larger group was transported in 1865.148 141. Quoting from this report. 141. Quoting from this report.

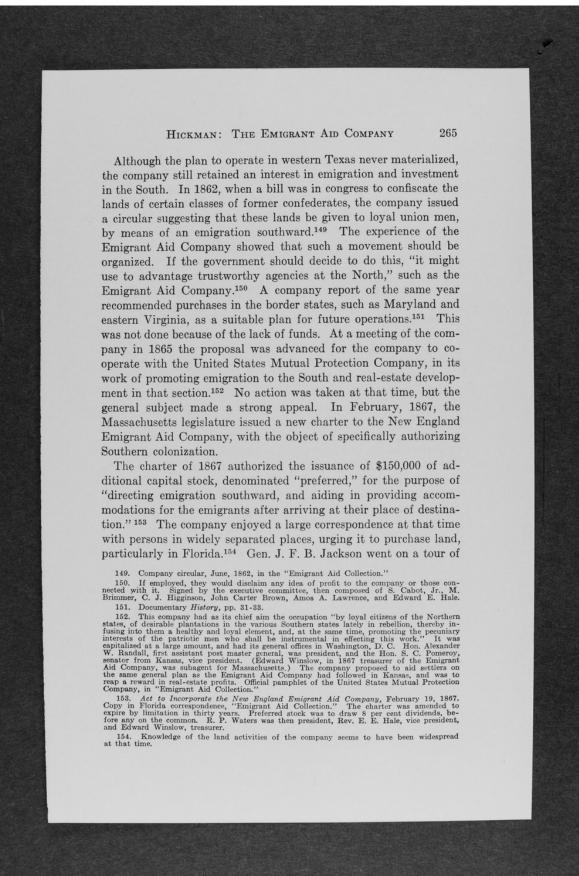
142. South and southwest of the Rio San Antonio there was little if any danger. From a point thirty or forty miles south of San Antonio de Bexar to a point nearly due north on the Rio Liano, a distance of over a hundred miles, there was a large preponderance of German settlers, blocking the advance of slavery. This left a distance of about 190 miles to the mouth of the Little Wichita river, and through this gap slavery threatened to flow.

143. A point like Lamar on the coast would be needed to land settlers and supplies for the South. Settlers for the North would go via the Mississippi, the Red, and Arkansas rivers, and then wagons overland. 144. Quoting the minutes further (meeting of March 16, 1860). Also the documentary History, p. 23.

Edward E. Hale, who was prominent in the later history of the company, had been much interested in the future of Texas, as his pamphlet of 1845 had indicated.

145. Emigrant Aid circular, in "Emigrant Aid Collection." This circular, dated November 2, 1864, noted that in Oregon there were, by the last census, 40,000 less women than men, while in Massachusetts there was a large surplus. The company announced it had engaged its own vessel, and employed an Oregon agent. 146. Report to the directors, May 15, 1865, of John Williams, Oregon agent, in Oregon correspondence, "Emigrant Aid Collection." 147. At least \$850 was given for the cause. The later announcements noted that only girls of good character would be accepted. 148. The company advertised it would send its own steamer from Boston to Portland, in May, 1865. It appears to have used, instead, a government vessel to transport 300 lady passengers. (Difficulties arose on the first trip when the girls, being sent via steerage, were exposed to too many dangers.) Governor Andrew of Massachusetts, and Edward E. Hale of the company were the particular sponsors of the Oregon work. Oregon correspondence, "Emigrant Aid Collection." The Seattle Weekly Gazette (April 27, 1865) rejoiced at the prospect for bachelors.





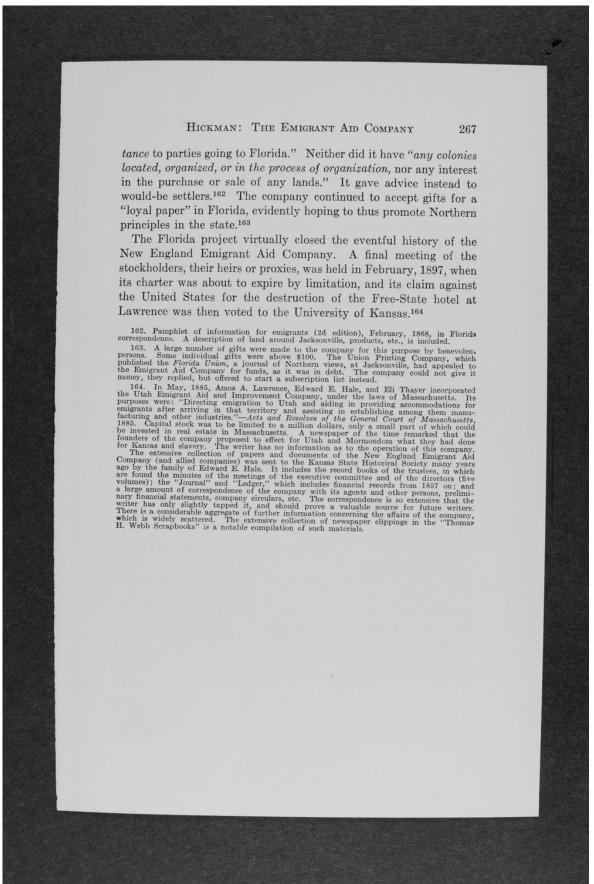


Kansas historical quarterly

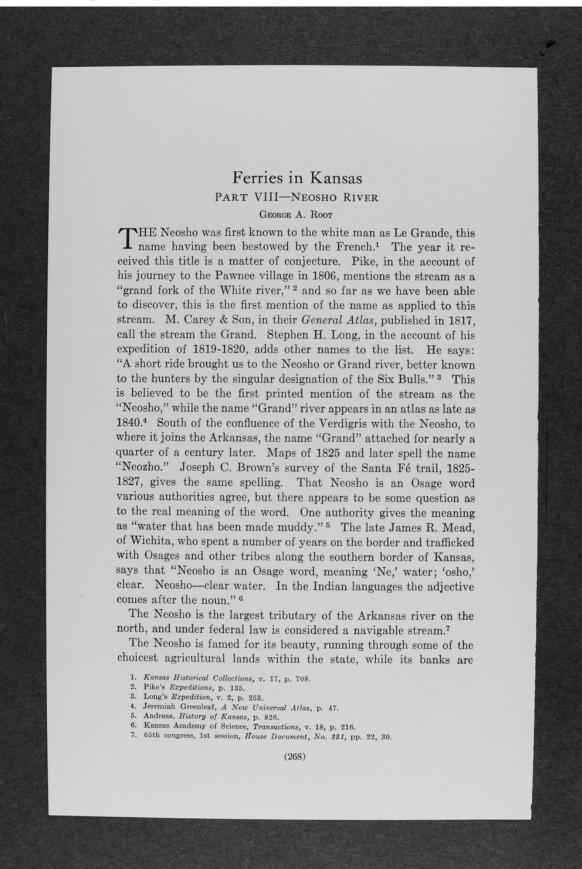
THE KANSAS HISTORICAL QUARTERLY 266 inspection of that state, and convinced the company "that capital is greatly needed there; that it may be invested with handsome profit, and at the same time so as to largely assist and encourage emigration." 155 It was desired to colonize settlers of small means, in units for mutual support and public influence, and thereby encourage loyal union sentiment in the state. The governor of Florida, and various internal improvement companies in that state, were ready to make very liberal offers of land. 156 In May, 1867, the company announced its intention of establishing a colony on or near the St. Johns river (in the vicinity of Jacksonville), on a large tract offered at favorable terms. 157 When twenty families agreed to unite in a colony, the company would send an agent to survey and lay out the land. It was the intention to send such a colony, at least by October. The company would remedy the chief draw-back for New England settlers—the lack of religious and educational facilities, by providing a church and schoolhouse. 158 The Emigrant Aid Company sold stock to finance its Florida project, but these sales never approached those made in the interest of the Kansas venture. 159 The cause of loyal unionism in the South did not have the appeal of "bleeding Kansas." Late in September, 1867, the company announced it had abandoned its proposed Florida colony, as announced in the May circular, because a large proportion of the emigrants wished to go unpledged as to the point of settlement, rather than in company with others. 160 For some months the company entertained further proposals as to Florida, nevertheless, and began to collect a new fund early in 1868, for "use in promoting emigration to Florida, and its other purposes." 161 The next month (February, 1868) it officially denied it furnished "pecuniary assis-155. Official company circular, early 1867, in the "Emigrant Aid Collection." 156. Ibid. Every day they received applications from small farmers of limited means, wished to emigrate. A local newspaper was planned, to cherish union sentiments.
 157. "Florida Circular," May, 1867, printed circular in the "Emigrant Aid Collection." 157. "Florida Circular," May, 1867, printed circular in the "Emigrant Aid Collection." 158. Company circular of May, 1867, in the "Emigrant Aid Collection." They would sell five shares of preferred stock at \$100 a share to each person desiring to be member of a colony. With the certificate of stock would go a written guarantee to furnish the holder a farm of from 50 to 100 acres, at from \$5 to \$10 an acre. If in a year the settler did not care to purchase, they would take back the farm, and refund the money paid, in preferred stock of the company, or its land elsewhere. All communications were to be sent to T. B. Forbush, secretary, 49 Tremont St., Boston.

159. Florida correspondence in the "Emigrant Aid Collection." One list of sales totaled \$5,300, and another \$11,400. Large subscribers included Samuel Cabot, \$1,000; John Carter Brown, 75 and 50 shares (evidently preferred and common), William Claffin, 27 and 75. Martin Brimmer, and John W. Forbes. These were largely officers or former officers of the company. Brimmer and Forbes were then both directors. Probably these subscriptions were not paid in full. not paid in full. 160. Company circular of September 26, 1867, "Emigrant Aid Collection." They recommended all going to Florida, however, to Capt. E. M. Cheney, their agent at Jacksonville. No doubt the company was taking a lesson from its Kansas experience, in thus abandoning the project. Settlers in the West in particular were ready to pull up stakes and "hit for the tall timber," whenever it became more inviting. 161. "Subscription Book," dated January 1, 1868, in "Emigrant Aid Collection."

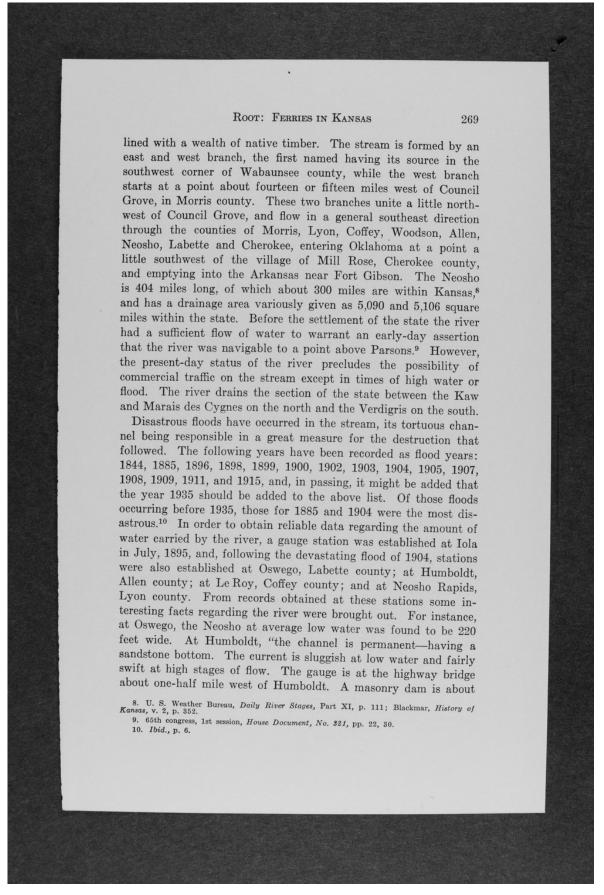










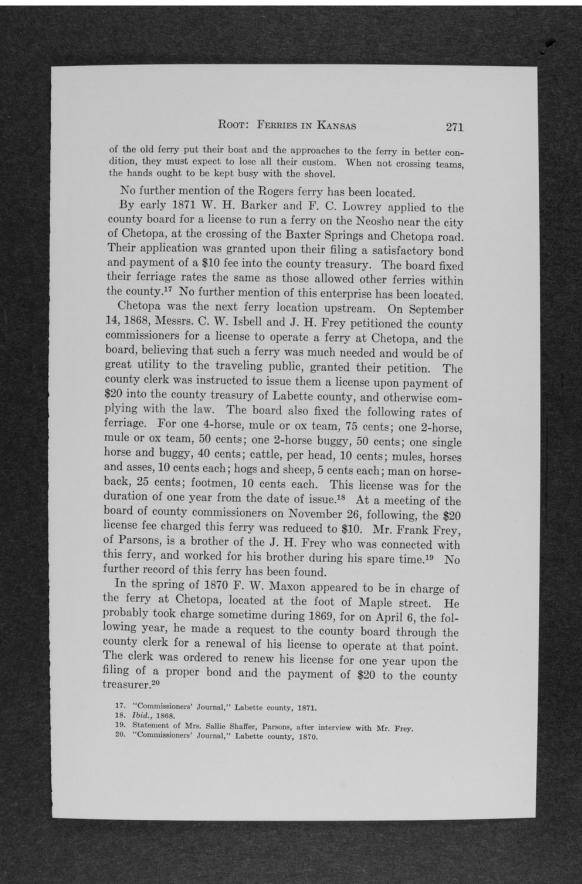




Kansas historical quarterly

THE KANSAS HISTORICAL QUARTERLY 270 100 yards below the bridge and is used to develop power for a gristmill nearby." This station was abandoned in about a year. The highest water recorded there was on July 10, 1904, when the river reached a stage of 30.50 feet. 11 At Iola, at average low water, the river is 208 feet wide. At this point flood waters once reached a height of 17.03 feet, date unknown, while the lowest stage recorded was 2.8 feet on October 19, 20, 1908, flood stage being at ten feet.12 On May 26, 1902, at a height of twelve feet, the river discharged 15,216 cubic feet of water a second. On August 25, same year, at a height of 16.50 feet, the flow was 25,246 cubic feet a second.13 At Le Roy the highest stage of water recorded was 28 feet, on June 5, 1904; lowest stage 0.0 on various dates. Flood stage occurred at 24 feet. 14 At Neosho Rapids, 324 miles above the mouth, the width at average low water is 142 feet. Drainage area above this station is 2,511 square miles. The highest stage of water recorded here was 29.5 feet; lowest 0.0 on November 7, 8, 1904, flood stage being at 22 feet. 15 During August, 1934, the Neosho reached a new low level in Labette county. Mr. T. A. Sprague, of Oswego, who has lived in that vicinity for many years, said that the Neosho stopped running at three points in that locality during the month of August. Mr. Sprague has lived along the Neosho for the past sixty-eight years, has kept a diary for many years, and included in his notations are many facts about the river.16 The site of the first ferry north of the Oklahoma-Kansas boundary has not been definitely located. Probably it was somewhere to the southeast of Chetopa, and within Cherokee county. In the Chetopa Advance, January 20, 1869, appeared the following advertisement: ROGERS NEW FERRY NEAR THE KANSAS AND CHEROKEE LINE AT THE OLD Crossing. The proprietor has located and put in a ferry and a number one boat for the accommodation of the traveling public. It is in thorough repair and the public will find it to their advantage to cross at this point. The roads leading to it and from it are in fine condition and persons approaching Baxter from the west will find it a saving in distance to cross at this ferry. Also, the best way from the east to Chetopa. A week later, the Advance of January 27, printed the following item: New Ferry. Arrangements have been made to put in a new ferry across the Neosho, just this side of the residence of Mr. Hard. Unless the proprietors 11. Water Supply and Irrigation Papers, No. 131, pp. 157, 158. Ibid., No. 37, p. 267; Daily River Stages, Part IX, p. 68.
 Water Supply and Irrigation Papers, No. 84, p. 115. 14. Daily River Stages, Part IX, p. 76. 15. Ibid., p. 92. 16. St. Paul Journal. August 16, 1934.



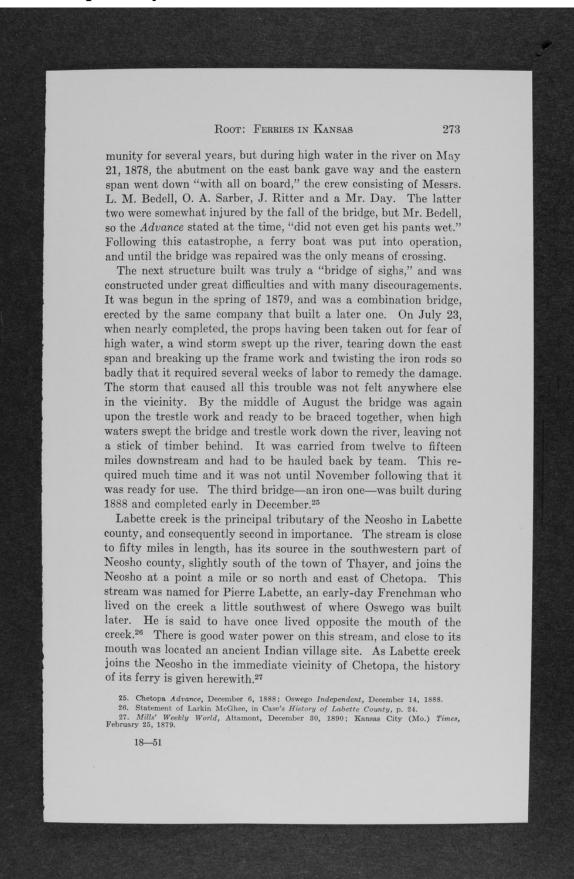




Kansas historical quarterly

THE KANSAS HISTORICAL QUARTERLY 272 Following high water in the year 1878, when bridges were put out of commission, a ferry was constructed the latter part of May, by J. M. Bauman, under contract with the city of Chetopa, and operated during the flood period.21 Chetopa was an important trading point during the late 1860's, and for a time during the period of the Texas cattle trade was a shipping point for the "long horns" to northern markets. Thousands of head of Texas cattle were daily being driven through the southeast corner of the state, headed for the packing houses east of the Mississippi river. After the building of the railroads there was occasional trouble over the accidental killing of livestock by the railroad. William Higgins, an early-day politician, editor and later secretary of state, was appointed claim agent for the Missouri, Kansas and Texas Railroad, and the greater part of his duty was adjusting claims of farmers and cattlemen for loss of livestock killed by his road. This job earned for Mr. Higgins the honorary soubriquet of "Bull Coroner." 22 In 1866 the legislature established a road from Humboldt to Chetopa, George Lisle, Henry Jackson, and William Simmons being appointed commissioners to lay it out. This road followed a trail already in use, which followed up the west side of the Neosho to Oswego and farther north.²³ In 1869 another road was established by the legislature, running from Baxter Springs to Chetopa, along the south line of the Cherokee neutral lands. J. W. Miller was the surveyor in charge of running this road, and his plat and notes are on file in the archives division of the Kansas State Historical Society.24 Agitation for bridges within the county began early in the 1870's, but the sparsely settled condition of the country found the settlers rather loath to incur the necessary expense in the way of taxes for these much-needed improvements. During the early summer of 1871 another move for bridges was started, and on August 21 a special election on the proposition of voting Neosho river bridge bonds to the amount of \$105,000 was held. The settlers evidently had not changed their minds, for the vote stood, for bonds, 165; against the bonds, 1,295. However, a later effort was more successful, and a bridge was built at Chetopa in 1872. This was a wooden structure and cost the city \$10,000 in bonds. It served the com-21. Chetopa Advance, December 5, 1888. 22. Parsons Sun, June 1, 1878. 23. Plats of land surveys in office state auditor, Topeka; Laws, Kansas, 1866, pp. 226, 227. 24. Laws, 1868, pp. 31, 83.





274



Kansas historical quarterly

THE KANSAS HISTORICAL QUARTERLY

On September 14, 1868, Hugh Moore, by his agent J. D. McCue, presented a petition to the county board for a license to keep a ferry on the Labette "river" at or near the Rocky Ford. His petition was granted and the following rates of ferriage were established: For one 4-horse, mule or ox team, 75 cents; one 2-horse, mule or ox team, 50 cents; one 2-horse buggy, 50 cents; one-horse buggy, 40 cents; man and horse, 25 cents; cattle, per head, 10 cents; hogs and sheep, per head, 5 cents; footmen, 10 cents. He was required to file a good and sufficient bond, whereupon the county clerk issued him a license good for one year from the date of issue.²⁸

Mr. J. O. Wiley, of Bartlett, Labette county, says the "Rocky Ford" on Labette creek was just a mile west and one half a mile north of where the main highway from Chetopa to Oswego crosses Labette creek. It was his recollection that there was a ferry which operated across the creek where the highway is now located. He was but a small boy at the time and cannot remember who operated it. He also recalls a ferry across the Neosho right at the line between Kansas and the Cherokee territory, but does not remember who ran it.²⁹

Apparently a ferry was contemplated for Hackberry creek, a tributary of Labette creek, for on July 2, 1867, the following item is recorded in the "Commissioners' Journal" of that date, but through some neglect or other cause, the name of the party applying for the license does not appear:

Hackberry creek flows into Labette creek in Richland township, S. 7, T. 34, R. 21E.

Oswego was the next ferry location upstream on the Neosho, and this early-day crossing was located at or near the residence of D. M. Clover. On July 1, 1867, Thomas Richard was granted ferry privileges at this place, paying \$10 for the privilege for the period of one year, and being required to file a bond of \$500 with the county to keep up the ferry as required by law. Ferriage rates were es-

28. "Commissioners' Journal," Labette county, 1868.

29. From letter of J. O. Wiley, July 3, 1935, to author.