

History of Elsberry 1673-1955

Remember the days of old, consider the years of many generations: ask thy father and he will shew thee; thy elders, and they will tell thee.

Deuteronomy XXXII, 7.

Special Collections
St. Louis County Library
1640 South Lindbergh Blvd.
St. Louis, MO 63131-3598

by Clarence Cannon, A.M., LL.B., LL.D., M.C.

HISTORY OF ELSBERRY

The first white men ever to have an opportunity to view the site of Elsberry were the explorers Father Marquette and Louis Joliet (for whom Joliet, Illinois is named). With five French voyageurs they came down the Mississippi River from Canada in two birch bark canoes hoping to find the great river emptying into the Pacific Ocean, the passage to India for which Columbus was looking in 1492. To their disappointment they found it emptied into the Gulf of Mexico instead of the Bay of Sacramento.

Late in June, 1673 they skirted the banks opposite Elsberry and a day or two later discovered the mouth of the Missouri River, discharging a vast torrent of muddy water and uprooted trees into the placid waters of the Mississippi. A statue of the great Jesuit priest in polished marble stands today in the Hall of Fame in the Capitol at Washington, the gift of the State of Wisconsin to the nation.

Later hunters and trappers came through the Elsberry country from time to time but permanent settlers did not arrive until after the Revolution. Most of those drifted on down to Saint Charles or Saint Louis and the few hardy pioneers who built cabins were driven out by Black Hawk and his Indian allies prior to the close of the War of 1812.

INDIAN ABORIGINES

The local tribes were the Sauk (Sac) and Fox Indians, members of the Algonquin family. They were part of the confederacy organized by Tecumseh and his brother, "The Prophet", at the great Indian conclave, June 26, 1812 and their chiefs, with the representatives of ten other allied tribes, signed the famous treaty with the United States Com-

missioners at Portage des Sioux in Saint Charles County, of which Lincoln County was then a part, in 1816.

They were a nomadic people and moved their teepees from place to place as the seasons, pastures, and hunting grounds called them. They inhabited the bluffs along the streams and descended into the bottom lands only to hunt and fish and when the land was first cleared and cultivated by the early settlers their artifacts were found in abundance. For many years a profusion of flint arrow points, knives and granite axes left by them and their predecessors, the mound builders, appeared in the plowed grounds adjacent to Elsberry. Incited by the English they committed many atrocities during the early wars but in compliance with the Treaty of Portage des Sioux moved West, and small pox and other white man's diseases, to which they had not developed immunity, decimated many of the tribes almost to the point of extinction.

THE FRENCH

The first documentary acquisitions of land in the vicinity of Elsberry were the Spanish grants. The French were the first to visit Missouri and LaSalle who crossed the Mississippi near St. Louis, but did not come as far north as Elsberry, took formal possession of the country by right of discovery April 9, 1682 in the name of Louis XIV, and in his honor named it Louisiana. And Louisiana it has remained ever since. But the French were explorers and adventurers and left few permanent settlements. The only local record of their brilliant era remains today in the names of streams and geographical localities, such as Cape au Gris, Cuivre River, St. Charles, Burboise, Charette, and Portage des Sioux.

HISTORY OF ELSBERRY

THE SPANISH

French occupation was short lived and on November 3, 1762 France by a secret treaty ceded Louisiana and New Orleans to Spain in compensation for heavy losses sustained by Spain as France's ally in the Seven Years War. By that treaty the site of Elsberry became a Spanish possession and the country along the Mississippi from Canada to the Gulf was known as New Spain.

During this period the Spanish grant on which Elsberry is located (Survey 1706) was made to Pierre Chouteau, January 8, 1798 by His Excellency, Don Zenon Trudeau, Lieutenant Governor of Upper Louisiana, under the Government of the Kingdom of Spain. It consisted of a league square of land containing 7,056 arpents, was located "on the River St. Austin" (Lost Creek) and ran North to the "River St. Antonis" (Page's Branch). From this 7,056 arpents was carved the present site of Elsberry.

Pierre Chouteau was of pure French extraction and was born in New Orleans. His brother, Auguste Chouteau, cooperated with Laclède in the establishment of St. Louis in 1764 and took over the management of the enterprise after Laclède's death. Both brothers spent the remainder of their lives in St. Louis and became men of prominence and wealth.

The French name Pierre Chouteau is written "Peter" Chouteau in the English versions and "Don Pedro" Chouteau in the Spanish, just as the name of the grantee in the adjacent Survey of 1760 is written Guillermo Palmer in the original Spanish grant and William Palmer in the English translation. (The south line of Survey 1706 is the north line of Survey

1760).

William Palmer had served under Napoleon and on his retirement was rewarded with a grant of land (Survey 1760) in Louisiana and came to America to claim it but does not seem to have visited it again after its first survey. His son, Alexis Palmer, however assumed possession early in the century and spent the remainder of his life there. And William Palmer, Jr., son of Alexis and grandson of William Palmer, the original grantee, inherited a portion of the tract and subsequently plays an important part in this narrative.

The Spanish spent large sums of money vainly trying to colonize Louisiana, during which time they gave Daniel Boone 850 acres and appointed him syndic (Justice of the Peace) to induce him to come to St. Charles County (which then included Lincoln County) from Kentucky, and after heavy losses, finally ceded Louisiana back to France by the Treaty of San Ildefonso, April 30, 1800. And Survey 1706 and Elsberry were again French Territory.

Napoleon was preparing for war with England and was desperately in need of money. Nelson had annihilated his fleet at Trafalgar and English ships were hovering in the Gulf of Mexico ready to seize New Orleans and Louisiana. By a brilliant coup Napoleon sold Louisiana April 30, 1803, to the United States for fifteen million dollars, and thereby prevented the conquest of Louisiana by the English and at the same time secured funds for the English war. And the future Elsberry was at last a part of the United States of America.

The territory was formally transferred to the United States, at St. Louis, December 20, 1803 by an

HISTORY OF ELSBERRY

elaborate ceremony in which Lieutenant Governor Delassus representing Napoleon, lowered the French colors and Captain Soulard, representing President Jefferson, raised the Stars and Stripes. And Congress on April 12, 1814 enacted a statute under which Survey 1706, Survey 1760 and other Spanish surveys, were confirmed to their original grantees, Peter Chouteau and William Palmer, and others.

By act of Congress the Territory of Louisiana became the Territory of Missouri in 1812 and shortly thereafter Governor William Clark, under Congressional authority, proclaimed St. Charles as a county reaching from the Missouri River on the south to the British Dominions on the north, and from the Mississippi River on the east to the Pacific Ocean on the west, which naturally included Elsberry.

From this area the Territorial Legislature, meeting at St. Charles, then the capitol of the State, established Lincoln County, December 14, 1818 and named it for Gen Benjamin Lincoln, a revolutionary soldier. And on August 10, 1821, by act of Congress and on the proclamation of President Monroe, Missouri was admitted as a State to the Union. And for the first time it could be Elsberry, Missouri, U. S. A.

During the intervening years title to various parts of Survey 1706 had passed by purchase or inheritance to various owners until in 1868 the present site of Elsberry with outlying land was bought by R. T. Elsberry from the heirs of Nelson Watts who had held it for many years.

NELSON WATTS

Nelson Watts was a wealthy bachelor and owned many slaves. He lived in the first brick house built

in Lincoln County, which was situated on the hill side sloping down from the east to the "Bluff Road" (now 7th Street) about where the Church of God in Christ now stands. His orchard, in which, according to the custom of the times, he and his slaves were buried, extended east from the Bluff Road and included the land now owned by Mrs. Edward Mayes. When South 6th Street was surveyed through it from Broadway to Lost Creek, the new street bisected both the orchard and the burying ground and for many years the limestone markers could be seen in the middle of the street. His own grave was enclosed by a high brick wall which unfortunately served as a convenient quarry for any occasional brick needed now and then and which through long attrition has now completely disappeared but the marble headstone, which still lies covered with dust and debris between the margin of the street and the sidewalk in the second block from Broadway, bears the inscription: "Nelson Watts, born in Albemarle County, (Virginia), March 12, 1790, died March 2, 1868." His will left to "my servant Emaline" all of his land lying west of the Bluff Road, now comprising a large part of west Elsberry including "Piniky". The remainder of his estate was left to his brothers and sisters who are named in the abstracts covering this tract.

At the sale of his effects held at the brick house, a number of books sold for sums ranging from one bit (12½c) to three bits (37½c) each. But as the auctioneer was waving the last book, as he cried the sale, it slipped from his hand and fell and from its open leaves fluttered five, ten and twenty dollar bills. An

HISTORY OF ELSBERRY

examination of the rest of the books showed greenbacks in various amounts in all of them which were recovered for the estate. The nearest bank was in St. Louis and people of the time were accustomed to sequester their cash in such convenient hiding places about the premises.

Nelson Watts had come to Missouri following his elder brother Captain William Watts who had been born at the family homestead in Virginia but later had settled at Hartsville, Tennessee where he engaged in the slave trade and was owner and captain of a Mississippi steamboat. Hence his title of "Captain." But eventually he sold his steamer and his business and, with his household effects and his domestic servants, followed the Bluff Road north in the spring of 1828 prospecting for a favorable location to establish a home where he could spend his declining years. Late one afternoon he camped on a hill on what is now a part of the Government Nursery, near the intersection of the Bluff Road with what is now Highway 79. Rising the next morning he looked around and located a spring, an indispensable adjunct to the pioneer home, and decided this was the promised land, and bought the tract from the heirs of Alexis Palmer.

William Watts born in Virginia in 1783, had married Nancy Wommack, of Halifax County, Virginia, whose brother Capt. Richard Wommack (1804-1880), came to Missouri in October of 1823. Captain Wommack became sheriff of Lincoln County, represented the County in the Legislature, for four terms, and was a very prominent man.

William Watts died in 1837. In his

will he left all his property to his wife but provided that the slaves should be parcelled out at her discretion among the children named below. As was the custom, the will provided that all negro children were to be separated from their mothers at the age of 4 years and sent to one of the other heirs.

He is buried on a little knoll across the Bluff Road from his former residence in a family cemetery on the Forest Keeling Nursery land. He left eight children:

Seneca Watts (1812-1897) was married in 1835 to Nancy Kemper (1814-1903), daughter of Martin and Rosamond Kemper and was the grandfather of Ewing H. Watts, who was for 50 years a prominent business man in Elsberry.

Eliza Ann Watts (1801-1879) married Francis Marion Lockett (1792-1838) and was the great-grandmother of Mrs. L. W. Crank.

Wesley Watts (1804-1841)

Gabrilla Watts, (1814-1880) who married Joseph Conn Wilkinson (1816-1876) was the great-great-grandmother of Mrs. Waldo Cannon and Lee Francis Ligon. She was first married to Jordan Gibson, and had one son by the former marriage, William N. Gibson (1840), merchant of Falmouth, a noted Union agent during the Civil War.

Arzilla Watts was born in 1816 and married Charles Ferry, a veteran of the Black Hawk War who received as pay for his military service in that war a warrant for the land on which he spent the remainder of his life. He was the grandfather of J. W. Ferry and the father of Miss Jennie Ferry, whose entry of a single turkey gobbler took first prize at the Chicago World's Fair in 1904 as the finest bird of its class

HISTORY OF ELSBERRY

in the world.

Burdilla Watts, born in 1819, married Leander (Lee) Hammack, the grandfather of David H. Hammack, an attorney in Mount Vernon, Washington.

Caucyra Watts, born in 1826, married Mary A. McQueen and was the grandfather of Thomas Watts.

Mordecai R. Watts, born in 1822, married Mary Amanda Hammack in 1846 and was the grandfather of Mrs. W. E. Long. At one time he owned the entire town of Falmouth, all residences, warehouses, boat office and landings, stores, extensive stables, bars and hotel, with 145 acres of adjacent land, left as a ghost town after the U. S. Engineers destroyed the harbor and made it impossible for boats to land there. He moved the hotel, a commodious building, with broad verandas overlooking the Mississippi, considered one of the finest of its kind in the county, to the corner of 5th and DuBois streets in Elsberry where it is today the residence of Dr. C. B. Lindsay.

This family, the William Watts Family, inherited the Nelson Watts farm on which the City of Elsberry is built. Through the executor, Mordecai R. Watts, the family sold the farm to R. T. Elsberry, later to become the Founder of the City.

RAILROAD ERA

In the meantime the nation was becoming transportation conscious. Fleet-footed teams with buggies and surreys, on gravel roads, were succeeding the ox teams which had brought the pioneers to Missouri. And the steamboat which had brought civilization to remote rivers was giving way to the steam locomotive. In 1869 the Union Pacific completed the first transcontinental

railway from Baltimore to San Francisco. The same year the Clarksville and Western Railway Company was organized at Clarksville and built twelve miles of track northward. On January 11, 1870 the road was incorporated to connect with the Chicago & Alton at Louisiana. And on April 29, 1871 the charter was amended to provide for an extension south. The same year three enterprising businessmen of Clarksville, John O. Roberts, William M. McIntosh and Henry S. Carroll, conceived the idea of supplementing the city's river traffic with rail transportation. Mobilizing the financial resources of the community they undertook the seemingly impossible task of providing both personnel and money for a railroad paralleling the Mississippi River to connect with the Wabash Railroad at Dardenne (St. Peters) running between St. Louis and Kansas City.

In December of 1875 construction of the St. Louis, Koekuk and Northwestern railway south from Hannibal began. The line was completed to Clarksville in January of 1877 and a round house was built at Clarksville from which, commencing February 1, 1877 trains ran to Hannibal.

Immediately after the formation of Clarksville and Western Railroad the Company contracted with Henry Rust, contractor, by whom the railroad was completed and operated until the amount expended by him in completing the road was returned.

The extension of the road south from Clarksville met with disastrous obstacles. The construction of bridges across local streams, notably Bryant's Creek and Guinn's Creek, proved more difficult and costly than had been anticipated. Much of the land was being cleared. Brushpiles,

HISTORY OF ELSBERRY

logs, cordwood and railroad ties littered the floors of the valleys drained by the water courses and the first freshet piled vast heaps of debris against the bridges and railroad embankments which choked the outlets and inundated adjacent lands destroying crops and drowning livestock. The enraged farmers burned the obstructions and the bridges with them. And when replaced burned them again. It was only after long and costly negotiation and expert engineering of the locale, that orderly construction could be resumed.

It seems incredible that three men could be found of such vision and courage and resource as the three remarkable men who pioneered the Clarksville and Western Railway. It is to be regretted that more is not known about them.

John O. Roberts seems to have usually taken the initiative. He was the prime mover in the building of the first toll roads in Pike county and may be said to have been the Father of the system of hard surfaced roads which later became famous throughout the state and which were the scene of the international bicycle races reported in detail by every metropolitan newspaper in the nation.

He was married to Miss Malvina M. Tibbetts, the courtship originating when Miss Malvina, having rendered his mother some special favor, and being pressed by Mrs. Roberts to know how she could return the favor, Malvina said "You may give me John." Mr. Roberts was primarily a grain merchant and a miller although he was a man of many interests and was in partnership at various times and in various enterprises with both Mc-

Intosh and Carroll.

William M. McIntosh was perhaps the outstanding merchant of the city. His mother, Mrs. Millie McIntosh was a popular woman, of literary tastes and widely read, but a notoriously poor housekeeper. It was said that she read books "to keep her heart young" while the beds remained unmade and the dishes unwashed.

Henry S. Carroll married Miss Lucy Clifford. With B. P. Clifford, his brother-in-law, and John O. Roberts, he participated in the founding of the Clifford Banking Company at Clarksville, June 1, 1871. It was through this banking institution that the finances of the Clarksville & Western Railway Company were administered.

Incidental to the building of the roadbed was the location of stations, the acquisition of land for town sites and sale of lots to provide funds for the ever-empty exchequer of the Company. Local travel was by wagon or horsback. Roads were primitive. Progress made in a day's travel was limited especially in the spring months when the roads were little more than quagmires. So it was decided to establish the stations four miles apart and for many years that seemed a reasonable distance. Accordingly, the engineers were instructed to drive a stake every four miles along the road the landowner on whose farm the stake happened to fall was approached with a proposition under which the railroad agreed to locate the "town" on his farm and survey and plot the metropolis, in return for a deed to every other lot. Lots thus deeded to the Company were sold to prospective citizens and the proceeds used to meet weekly construction pay-

HISTORY OF ELSBERRY

THE FOURTH STAKE

Only one through north-and-south road traversed the entire area between the Mississippi River and New Hope. It was known as the Bluff Road because it hugged the contour of the limestone bluffs paralleling the river and followed the old Indian trail which the earliest settlers found when they reached Missouri. The Indians in turn had merely utilized paths made by the deer, the most expert highway engineers in history. These deer trails were too narrow to permit travel side by side and the Indians always trotted along in single file. Hence the term "Indian file." The only change made by the pioneers for many years was to widen them sufficiently to accommodate a wagon and in 1879 the Bluff Road was still the original Indian trail with trees and underbrush cut here and there to admit two-horse traffic. Rail fences restricted it now and then but much of it was unfenced and ran through heavy white oak forest. Coming south it crossed Page's Branch at the present crossing and then turned west of the present road passing immediately west of the home of Dr. James Long, later the home of R. E. Black, now the residence of Dr. P. C. Chamberlain, and then on down what is now 7th street past the brick house of Nelson Watts to Lost Creek where a ford crossed diagonally southwest; thence on over the hill to what is now the north entrance of the Government Nursery. Here it passed across where the gate now stands, intersected the Falmouth-New Hope Road and angled down the hill to the present culvert across Union Branch.

rolls. The farmer was free to sell his half of the lots and retain the proceeds as his profit in the enterprise.

The first stake south of Clarksville was driven on the land of James H. Kissinger. The embryo town was named for him and a station was built and streets laid out but with the exception of a store, an elevator and a blacksmith shop, the city failed to materialize and today even the station has been abandoned by the railroad and is now utilized as a residence.

The second stake dropped on land belonging to Ephriam Jameson who named the town for his two small daughters, Miss Ann Jameson and Miss Ada Jameson, and called it Annada. It was better located and far enough from Clarksville and Paynesville to escape being smothered by competition, and while growth was slow it eventually developed into a busy and permanent bailiwick.

The third stake was driven on the farm of John D. Dameron and the town was named for him. At one time it handled large quantities of grain and livestock, had several stores and a number of residences and supplied the needs of a fertile neighborhood. But in the end the proximity of Elsberry and the improvement of the roads curtailed business and it is today only a whistle stop.

The fourth stake met the most inhospitable reception of any along the entire length of the road from Clarksville to St. Peters.

To understand the situation in connection with the location of the fourth stake it is necessary to make a brief survey of the adjoining terrain in the eventful year of 1879.

HISTORY OF ELSBERRY

It was up this road that William Watts came seeking a home. And it was at the ford across Lost Creek on this road that Rawleigh Mayes, the great-grandfather of Mayor E. R. Whiteside, bent on a similar mission in 1832, camped his first night in the primeval wilderness and early the next morning shot two deer which had come down through the forest to drink.

Neither the present Elsberry-New Hope road nor Highway 79 were then in existence. Two through roads ran east and west. The Browns Mill Road which left the River at the Hamburg Landing and largely followed its present course to and past a grist mill erected by an early settler by the name of Brown in the vicinity of Louisville.

The major east-and-west road extended from Falmouth to New Hope and then on west to Auburn. It crossed a bridge which spanned King's Lake and intersected the site of the railroad south of Highway JJ, the present farm-to-market road, passed between the residence and the barn of "Uncle Billy Palmer," through the yard and over the exact site of the present F. H. Hage-meier home, crossed Lost Creek a hundred yards below the Big Rock opposite the R. T. Mayes place and through the Richard Crank farm on to New Hope. Falmouth was the Liverpool of that section of the country and all freight, merchandise and supplies were shipped by boat from St. Louis to Falmouth and hauled from there to New Hope and Auburn by ox wagons. The road was impassable in March and except to horseback riders the road was practically closed during the spring rains.

One of the staple commodities of the times was bourbon whiskey ship-

ped from the Kentucky distilleries down the Ohio River and up the Mississippi to Falmouth for the Falmouth, New Hope and Auburn salcons. All drivers carried gimlets, and straws were found in abundance along the roadside. The practice was to hammer up the iron barrel hoops, bore a small hole with the gimlet and insert a straw. The hole was then plugged and the hoop driven back into place leaving no evidence of the happy interlude. Sometimes the driver knew when he reached New Hope and sometimes he did not.

TOWN OF NELSON

At the crest of the bluff on the Browns Mill Road was the village of Nelson, named for Nelson Watts on whose farm a part of it was built. It consisted of the general store of Elsberry and Wilkinson (R. T. Elsberry and James C. Wilkinson, his son-in-law), a drug store operated by Bill Gibson whose principal stock in trade was Dr. Bull's Bitters, "guaranteed 68% alcohol," a popular specific recommended for all maladies affecting the human race, the furniture store of Tully R. Goodman, Henry Leo's blacksmith shop, the carpenter shop of A. A. Brothers and Sons, a commercial saw mill and several residences. Dr. W. A. Hemphill, a young practitioner, was a silent partner in the furniture store and had his office there. The Nelson post office was established September 7, 1877 and moved to Elsberry, August 28, 1879. James C. Wilkinson was the first and only postmaster. An envelope bearing the Nelson postmark is still in existence.

After removal of the post office from Nelson to Elsberry, Wilkinson who had been appointed, September 17, 1877, con-

HISTORY OF ELSBERRY

tinued to serve until April 26, 1880 when he was succeeded by Dr. W. A. Hemphill. The postmasters at Elsberry have been as follows:

James C. Wilkinson, August 28, 1879.

William A. Hemphill, April 26, 1880.

Anderson David Shipp, January 17, 1882.

William A. Hemphill, May 3, 1882.

Herman H. Reuter, December 19, 1882

Joseph W. Bibb, September 25, 1885.

Anderson D. Shipp, April 26, 1889.

Manford Burley, July 30, 1889.

Blufford S. Cannon, August 10, 1893.

William A. Ulery, July 29, 1897.

William B. Ellis, January 19, 1916.

Bertha D. Marling, September 1, 1924.

Roy M. Burchett, October 10, 1933.

Gordon Crank, February 1, 1942.

James H. Powell, February 15, 1945.

TOWN OF CROSS ROADS

A second hamlet, known generally as "The Cross Roads" but officially designated as "Lost Creek" by the postal authorities, was located at the intersection of the Bluff Road with the Falmouth-New Hope Road. It was built on land owned by William Palmer, one-time postmaster, and included the general store of Wigginton and Welch (R. T. Wigginton and B. C. Welch), the usual ubiquitous blacksmith shop, operated by Dosh Gilliland who had married one of the Palmer daughters, and several residences.

This was the original post office in Hurricane Township and served this section of Lincoln and Pike Counties continuously for more than 26 years. The post office at New

Hope, for many years the second largest community in the county, was established July 19, 1837. But the post office at Lost Creek (The Cross Roads) was inaugurated July 2, 1833. The mail was delivered and dispatched by pouch carried on the river packets and brought out to the Cross Roads by courier. The office, sometimes in a residence and sometimes in the general store, was located approximately at where the north gate to the Government Nursery now stands. The postmasters were:

William Watts, July 2, 1833.

Norborne Woolfolk, June 22, 1835.

Benjamin Vance, September 9, 1836.

Joseph Turnham, March 16, 1839.

Benjamin Vance, May 19, 1839.

John Wilkinson, January 1, 1840.

William Watts, March 19, 1840.

James Vance, February 4, 1842.

Seneca Watts, January 5, 1849.

Dr. T. R. Hawkins, April 9, 1849.

Nelson Watts, February 10, 1851.

William Palmer, December 3, 1853.

John R. Thompson, January 12,

1858. Thompson served until October 4, 1859 when the office was finally discontinued.

LOST CREEK

But the principal feature of the over-all topography of the region was Lost Creek which left its present channel at the foot of what is now 7th Street and turned north across 6th street and circled around the foot of the hill on the Edward Mayes property and then ran due north crossing Broadway and DuBois streets along 3rd Street, then known as Nelson street, turning east in Block 13 and then south, crossing Broadway the second time about where two garages on either side of Broadway now stand. It continued south to a point a little below the mill and then crossed the present

HISTORY OF ELSBERRY

right of way of the railroad into the R. E. Black field where it spread out in numerous smaller channels and was entirely lost. Hence the name "Lost Creek."

It was in the center of this swampy morass that the engineers drove the stake marking the fourth town site south of Clarksville. Water from the River regularly covered the site every "June rise" and in 1877 came out three times. Steamboats landed and loaded wheat on the exact site of the present Elsberry Banking Company Building, now owned by J. B. Cannon. Men frequently rowed over from Falmouth. The engineers reported to the Clarksville office that a town at this point was out of the question. But the triumvirate were adamant. There must be no deviation from the four mile rule.

However, at last impressed by the accounts of the surveyors and construction foreman, the three came down and after a convincing inspection, reluctantly agreed that the swamp and the creek constituted an insurmountable barrier.

In a body, accompanied by their staff, the three men called on William Palmer who owned the next farm south of the stake, now a part of the Government Nursery. He met them graciously. He was in high fettle. He had already tasted blood. He had sold farm land as town lots for the Cross Roads buildings. He envisioned the possibilities of a railroad town on his farm. And he laughed uproariously when they submitted their usual proposition of the town site in return for half the town lots. "You can build the town here if you like" he said. "As a matter of fact it is the only place you can build it. Everything north of my land is a swamp. South of it is the bluff. You've got to put your

town on my farm. But you will pay for every foot of land you take—even for your depot."

Dismayed they took a second look at the original site and its water-soaked stake. But finances were low. The treasury was depleted. In desperation they hunted up R. T. Elsberry the owner of the land and submitted their proposal. "Why, of course" said "Uncle Bob." "Go right ahead."

Early the next morning men were blasting off the ledge of the bluff in front of what is now the Bank of Lincoln County, and pulling down the banks to smooth the road for vehicles up and down Broadway. A temporary bridge was thrown across the creek at Broadway and Third Street. The split rail fence running north along what is now fourth street was pulled down and a couple of shock rows of corn cut through the corn field from the bridge to the Bluff Road and the corn shocks moved back. At the east end board walks eleven feet high and ten feet wide were built across the creek on both sides of Broadway over to the "depot." A hurried trip to Troy secured an order from the County Court and Edwin E. Whiteside, (1832-1899), the local road overseer, great great grandfather of Ranette Pease, started with ox teams plowing a straight line due east from the Lost Creek ford out into the prairie towards King's Lake. The original channel was then closed with timber and stone and the first heavy rain washed a straight channel through along the line between Surveys 1706 and 1760 where it remained for many years, until diverted by the diversion canal of the Elsberry Drainage District.

Uncle Billy Palmer rode over on his saddle horse and watched the

HISTORY OF ELSBERRY

proceedings incredulously and then returned home and in his chargin and disappointment took to his bed and remained there for a week. But for his miscalculation there would have been no Elsberry. The city would have been Palmer, and Broadway would have extended west through his farm half way between Lost Creek and the Bluff. On what small pivots the course of empire turns!

A stampede followed. Almost overnight every building in Nelson and the Cross Roads was torn down and moved to the new town. Buildings were moved from Falmouth and stores and shops were moved in from New Hope, Clarksville, Curryville and Louisiana. It was the first and only railroad in Lincoln or Calhoun counties and excitement mounted as the first trains came through, and again when the local road became a part of the Chicago, Burlington and Quincy Railroad system in December, 1880. The site was unpropitious but Uncle Billy had let the day of salvation pass by.

Because Spanish surveys 1706 in which the Elsberry land is located and 1760 in which the Palmer land is situated are so closely related, both geographically and historically, it is pertinent to note the back ground of both.

Our William Palmer here was the son of Alexis Palmer and the grandson of Guillermo (William) Palmer, a superannuated French soldier in the Napoleonic wars to whom Napoleon Bonaparte, in 1798 (confirmed by Congress in 1804) had granted a league square of land, known as Survey 1760. Guillermo Palmer never resided on the land, which was at the time of the grant an unbroken wilderness. He lived and died on 40 arpents of land which he purchased

May 4, 1797 in Carondelet, a small French village on the Mississippi River a short distance below St. Louis, long since incorporated as a part of that city, and is buried in old Fee Fee Cemetery in St. Louis County. His son Alexis Palmer was the first to occupy the land and he and his son, the William Palmer of this narrative, spent their lives here and both are buried in the family cemetery enclosed in the Federal reservation.

William Palmer was not in high favor with his neighbors. He and William M. Gibson, of Falmouth, were local agents for the Union and cooperated with the three county commissioners appointed to administer what amounted to military government of the county, while the rest of the people of the section were largely Southern sympathizers and sent sons to the Confederate army. One of the commissioners, Joseph Winston Sitton, born in Tennessee, in 1806, owned a farm on the Browns Mill Road. During the later days of the Civil War, he was for a time with the northern troops in the South. About a year after the close of the war a tall stranger with heavy beard got off the steamer at Falmouth and inquired guardedly where he might find a man by the name of Winston Sitton. On getting directions he secured a horse from the livery stable and started out to the Sitton farm. Bill Gibson, who had been keeping the stranger under surveillance since his arrival, put a negro boy on his race horse and sent him through a by-road with a note. The boy reached the farm first and when the note was delivered Sitton rushed to the house, packed a carpet bag and was not seen again for more than a year.

During the war a distinguish-

HISTORY OF ELSBERRY

ed looking man appeared one afternoon in Falmouth and after making a slow circuit of the business district stopped in Bill Gibson's saloon and ordered a drink. He then sauntered down the street and entered the store of R. T. Wigginton and Company where he took a chair by the stove. Bill following closely to learn the identity of the stranger, took a seat beside him and started abusing old Abe Lincoln, "Lissus" Grant and other Union dignitaries. The stranger remained silent. Wigginton, sitting on the other side of the stove moved around until the stove pipe was between him and Bill, and looking significantly at the stranger slowly shook his head. After a while Bill despairing of getting any information left the store and the stranger spoke for the first time. "I've got to get across the river" he whispered. Rube Wigginton, who had volunteered for Price's Army and had been instructed to await orders—which never came due to Price's disastrous defeat at the battle of Westport near Kansas City—had never seen or heard of the stranger but he said: "Wait for moonlight at the first sycamore that hangs over the river below town." Just as the moon came up he drifted down the river in a skiff and rowed the man across to the Illinois side, where he got out of the skiff and disappeared in the underbrush without conversation or explanation.

Several months later a family driving into town over the New Hope Road reported soldiers at the bridge across King's Lake and Bill Gibson promptly ordered his race horse saddled and rode out to look into the matter. A few minutes later there was a fusillade of shots and Bill came in sight bending low on the

neck of his flying horse pursued by a squadron of Southern cavalry. When he reached town he wheeled into the side road leading north and through the fleetness of his horse escaped. Immediately the bushwhackers swarmed through the streets pillaging and lining up all the men they encountered on the sidewalks. But as they rushed into Wigginton and Company's store and began to pull goods from the shelves, there was an explosion of authoritative orders and the Captain in command, the stranger who had been put across the river, stood there directing the return of everything that had been removed and placing a guard at all doors and windows with instructions to shoot anybody entering the premises without a pass.

Columbus Harvey, a brother of F. F. Harvey, one of the founders of the Bank of Lincoln County, serving in the Confederate Army, came home on a furlough and was reported by an informer to be at the home of his father, Francis Harvey on Bryant's Creek. Orders came from Troy to bring Rebel Lum Harvey in. Captain Thomas A. Reed, great-grandfather of Mrs. Harold McKay, of Edina, and later Mayor of Elsberry, one of the most distinguished men of the section, was out of the county at the time and First Lieutenant Wm. D. Jamison, the grandfather of J. B. Cannon, was ordered to take a detachment to the Harvey Farm and bring Lum back "dead or alive." "Bill Dave" refused to accept the order unless he was allowed to select the men of his detachment, and when granted that privilege, selected only men of the neighborhood who knew the Harvey family. It was then late in the afternoon and he ordered his men to fall out and

HISTORY OF ELSBERRY

go home and reassemble the next day at the sugar camp on the creek below the Harvey house. The following morning Lieutenant Jamison was late arriving but his men assembled, and while waiting for him, noted great activity at the house. Presently Miss Margaret Elnora Harvey, (1841-1900) the courageous daughter of Francis Harvey, (1790-1860) and the mother of Dr. C. B. Lindsay, with two brothers in the Confederate Army, one of whom died at Shiloh, ordered her horse saddled and rode briskly down to the sugar camp and through the men assembled there, noting all of them and then turned her horse and came back through them again. Eventually Bill Dave came in and led his men up to the house and searched the premises without finding Lum, of course, and posted Sergeant John Ferry, father of our Joe Ferry, at the head of the Auburn lane with instructions to remain two hours and then catch up with the company. Seeing his old friend on guard, Lum came out of the woods and said he was willing to surrender because he knew he would get a square deal. But Ferry explained that when they got to Troy they would not be in charge and refused to accept his surrender and told him to get on back to his regiment, which he did.

Less fortunate was Dudley McQueen, another "secessionist" who came home for a furlough and took refuge at the Cummins farm near Paynesville, confident that Cummins, an old friend, would keep his presence a secret. But Cummins led the Home Guard to his hiding place and they surrounded the buildings and shot him down summarily.

Later in the war when the revised draft act went into effect, many of the men drafted were southern sym-

pathizers. But as the regulations gave the draftee the option of enlisting in the Militia, which was never called out for active service, or paying \$30 for a substitute, many of them took the easiest way out and enlisted. The newly enlisted militiamen were mobilized at New Hope to organize and elect their captain. There were two candidates, William D. Jamison, who was at the time serving as First Lieutenant in the old company, and Virgil Sitton, the son of Major Sitton.

As the crowd prepared to vote, a small man named Rush jumped up on the platform and shouted, "Look at Bill Dave Jamison. What kind of a captain would he make? Every damned rebel on the ground is for him. Vote for Virgil Sitton. He's the man. He's my kind of a man. I can tell you where I stand. Every time a Union man is disturbed I say go out and get six rebels. That will stop it in a hurry."

Sitton was elected. But as Rush walked out he was handed a letter without a signature. It said "You leave town at once. And stay away. If you ever come back to New Hope you had better bring your coffin with you." So far as is known Rush was never seen again on the streets of New Hope.

There were five of the Sitton brothers (called Sutton), Winston, Lawrence, Clifford, James and Major. Major survived all the brothers. He lived up the Page road and was a noted raconteur. When he was reported to be in town all small boys immediately gravitated to the grocery store or the barber shop where he sat by the stove surrounded by his spellbound audience while he related hair raising accounts of battles with the Indians, dispatching a grizzly bear with a barlow knife or

using small peach seed for bullets after his ammunition was exhausted. Space will permit only one typical experience of his early days when he first came to Missouri. He had just acquired a new fangled shot gun with two barrels and percussion caps and was trying it out on a hunting expedition along the bank of the Mississippi between the river and the slough. But hunting was poor and he had about decided to call it a day when, with a whirl of wings, about a million prairie chickens flew in from the west. He was lifting his gun to fire when he happened to look towards the river and there were literally acres of ducks coming in. Then just ahead a magnificent buck suddenly stood at bay with the finest branch of antlers he had ever seen. While he was trying to make up his mind where to shoot, he heard a vicious hiss and looked down, and there almost at his feet was a huge diamond-backed Mississippi Bottom rattlesnake with rattles whirring as it prepared to strike. Startled by the proximity of the rattler, he involuntarily pulled both triggers. As his gun was new he had loaded it with double charges of black gunpowder and both barrels exploded. One barrel with the entire charge of shot went west and killed vast numbers of prairie chickens. The other barrel went east and slaughtered innumerable ducks. The gun sight drove ahead and downed the buck. And the ramrod went straight down and killed the rattler. In his excitement he fell off the bank into the slough and when he waded out one boot was full of catfish and the other boot was full of perch. He counted the prairie chickens and the ducks, which drifted to the bank in a strong wind, and found there were exactly 999

birds. One breathless listener blurted out: "Mr. Sitton why don't you make it an even one thousand?" "Oh," retorted the Major scornfully, "I wouldn't lie for one bird."

The Major was patriotically interested in the Elsberry community and late in life when visited on his farm by the local school board which was floating a bond issue to replace the crumbling old brick school building, subscribed for \$3000 of the bonds. He is still remembered by the small boys of his day for stories unsurpassed by anything written by Mark Twain or Bret Harte.

William Palmer was twice married, the first time to the widow Booth, the mother of Bud Booth, and the second time to the widow Gilliland nee King, mother of Dosh Gilliland. Children of the first marriage were Rebecca Palmer who married Dosh Gilliland, Cynthia Palmer who married Elmer E. Brother, son of A. A. Brother and at one time Mayor of Elsberry, and Joseph Kincaid Palmer (1862-1936) who married Mary Emma Cannon in 1889. The two children by the second marriage were Lila Palmer who married William W. Omohundro, a prominent and popular business man of Elsberry who for a number of years exerted wide political influence in his Congressional district, and Albert W. (Pete) Palmer who married Rosie Dempsey. William Palmer was the grandfather of William Jesse Palmer, long an employee of the State government at Jefferson City.

EARLY CONSTRUCTION

The first building in Elsberry was a residence moved from Nelson and rebuilt on the northwest corner of Sixth and Griffin Streets. A day or two later the railroad company erected a warehouse for tools and supplies south of the depot. The next

building was the Webb Hotel, built on the bank of Lost Creek just north of the present location of the Bank of Lincoln County, on the edge of the incipient bluff to keep out of flood waters. The Hotel was built early for the accomodation of the workmen engaged in the survey and construction of the road.

The first train reached Elsberry August 10, 1879. I. C. Davidson, the first telegrapher and station agent who was residing at the time in Creston, Iowa, and who spent the later years of his life as editor of a weekly paper at Carthage, Illinois, relates that he received a telegram August 9, 1879, directing him to come to Keokuk. There he found a brand new train waiting to make its first trip south on the new railroad which had just been completed from Keokuk to St. Peters, where it connected with the Wabash. He was instructed to establish a station at a place they were expecting to name Elsberry but when he got off the train there about midnight and the train moved on he found no depot or other building and no one in sight. After a while a man came down the track carrying a candle lantern, a glass globe with a tallow candle inside, and took him to his home about a quarter of a mile away. The good Samaritan proved to be A. A. Brother, who had a carpenter shop in Nelson and was the earliest carpenter in Elsberry. Mrs. Brother was a fine motherly woman, daughter of Joseph W. Sitton (1806) and Mary Buchanan Sitton (1813) and Davidson always remembered her with affection. She was a member of a large family of sisters; Elizabeth Ann (1832-1916) who married Samuel Perry Cannon (1827-1900), Frances (Fannie) Emaline (1834-1917) who

married William Trail (1830-1887), Ida who married Ben Shipp, Catherine who married Columbus (Lum) Long, Harriet F. (1868) who married Henry H. Ashbaugh, (1841) Eusebia who remained unmarried, Julia Ellen who married Thomas J. Diggs, (1846), Mary Melissa (1855-1938) who married Thomas V. Farmer (1852-1939), and Jane (1836-1922) who married A. A. Brother (1829-1907). They were granddaughters of Captain William Sitton (1778-1865) who commanded a company in the War of 1812. At the Battle of New Orleans his company was in the front line and when the captain of the company next to him deserted, he took charge and commanded both companies in the historic battle in which Andrew Jackson crushed the English army under Packenham.

The new agent boarded with the Brother family until the Webb Hotel was opened nearer his work. The following morning after his arrival he found a telegraph instrument which had been placed on a large board beside the railroad track, and the next train which came through brought lumber and men who built a lean-to shack where the track intersected the Browns Mill Road. A week or two later, in September, 1879, a depot was erected on the present site, which was remodeled in 1923 and is now serving as the freight room of the present brick station. Davidson was succeeded in 1880 by Manford Burley who served until he was appointed postmaster in 1889. He was followed by J. C. Edwards and then by C. L. Bushman who served from 1898 to 1936, the longest period served by any incumbent in the history of the station. W. E. Long assumed charge in 1936 and on his retirement in 1954 was succeed-

ed by Roy N. Nichols, the present agent. These six men were without exception men of special ability and, serving in quasi-official capacity, contributed materially to the progress and prosperity of the community. They were especially helpful in maintaining orderly business procedures and in inculcating the highest ideals of good citizenship.

Business came slowly. People gathered in crowds to see the railroad and meet the trains. But they still shipped their grain and livestock by boat and patronized the bar and "Palace Dining Saloon" on the St. Louis packets. One courageous native, fortified with a stiff bracer from the drug store, announced to all the world that he was, "a goin' to ride the danged thing" and a crowd collected to see him off. The train came and went without the passenger. Why didn't you get on demanded his friends. "Well," he said, "I was ready but they didn't put out no gang plank." On another occasion the engineer, leaning out the window of his cab waved his arm at the gaping crowd and shouted "Look out down there. I am going to turn around" precipitating a frenzied stampede as the frightened crowd raced for safety.

But it was difficult to divert traffic from the river. Falmouth was two miles east of Elsberry, the largest river port between Clarksville and St. Charles, with stores, shops, saloons, hotel and extensive stock pens. Through it flowed the commerce of New Hope, the local metropolis, and Auburn, one of the centers of culture in the county, and a dozen smaller villages. The trip to St. Louis by boat consumed the larger part of two days whereas daily trains from Elsberry reached St. Louis in three or four hours. But custom was

strong and shippers and passengers enjoyed the leisurely trip down the river on the boat with its freedom, its friendly bar and its traditionally hospitable dining room. Freight and passenger rates were standardized and the only competitive inducements which could be offered by the rival steamboat lines was the cuisine. Consequently the bill of fare from which the patron might choose any or all of half a dozen kinds of meat, every vegetable the market afforded, and preserves, pastries and desserts without end, were attractions which left the railroad at a hopeless disadvantage.

Unfortunately the boats also offered other social diversions and one among many instances is recalled in which Wright Mayes, a local farmer, shipped his wheat at a time when it was selling at war prices and received a little over \$3,000 for it. As there were no local banks he carried the money with him on his trip back home. In the course of the evening he engaged in a friendly game of poker and got off the boat at Falmouth without a penny.

Another deterrent to railroad traffic was the credit system maintained by all packet companies under which accounts were charged and settled once a year. The railroad, on the contrary, demanded payment for passage when the ticket was bought and refused to release freight until transportation charges were paid. As specie was scarce, few patrons had cash with which to defray current obligations and a path was worn up the right-of-way of the railroad to the home of Mordecai W. Wilkin-son, (1848-1888) one of the few "monied" men of the times who lived on the bluff where the Brown's Mill Road crossed the railroad, now the residence of Ralph Galloway, and

who lent numerous small sums to enable friends to get shipments out of the freight house or buy a ticket to St. Louis.

However, the railroads were not without recourse. They maintained a powerful lobby at Washington and in a few months the United States Board of engineers suddenly found it necessary, in the maintenance of the river channel and the promotion of interstate commerce, to build dikes and revetments which in a short time so filled the harbor that Falmouth, the principal harbor between Clarksville and St. Charles for half a century, became a ghost town and the customer was free to travel by railroad or walk.

ELSBERRY FAMILY

Robert Thomas Elsberry, founder of Elsberry, son of William N. Elsberry (1792-1871), of Maryland, veteran of the War of 1812; and Lydia P. Owen (1800-1882), of Kentucky; brother of Benjamin F. Elsberry, postmaster at New Hope from July 19, 1862 to October 10, 1863, George W. Elsberry (1820-1877), great great grandfather of John Elsberry Palmer, Nancy Ann Elsberry Cannon (1825-1877), great great grandmother of Lucinda Galloway and Diane Galloway, and William Lewis Candus Elsberry (1822-1895), the great grandfather of Mary Willena Mayes; was born in Bourbon County, Kentucky, June 14, 1818. He came with his father's family to Missouri in 1837 and in 1839 was married to Julia Ann Buchanan (March 16, 1821-September 30, 1876) at her father's home near Paynesville. To them were born ten children:

Thomas S. Elsberry who married Frances B. Berkley and moved to North Dakota in 1888. None of his descendants remain in Missouri.

William Aziel Knapp Elsberry, born in 1840, was named for W. A. Knapp, postmaster at New Hope from May 23, 1844 to September 1866. He was married to Rachel Temperance Sitton in 1860. He was in business with his brother Thomas throughout their lives and moved with him to North Dakota in 1888 where he died in 1896. He was the father of Montrose P. Elsberry born, 1868, Mayor of Elsberry, and Benj. D. Elsberry, born 1864, and grandfather of Mrs. Wm. Curtis Taylor.

Elisha F. Elsberry who died in 1864 in camp during the Civil War. George G. Elsberry (1844-1864), volunteered with his brother and died in camp.

Nancy Elizabeth Hester Elsberry (1849-1923), married September 6, 1866 to James Causyra Wilkinson (1846-1888), a grandson of James Wilkinson (1788-1855), who was a soldier of the War of 1812. She was the great great grandmother of David Thomas Bowers.

Lydia Elsberry, married Samuel Overton Robinson who was born in Kentucky. Her son, Robert (Bob) Robinson was Editor and Publisher of the Elsberry Advance. She was grandmother of Leighton Ferry and Barbara Robinson.

Mary Elsberry, married James Robinson, who was not related to Samuel Overton Robinson. Her grand daughter, Edna Mae Robinson married Prof. Glen Kilmer, a member of the faculty of the Elsberry High School.

Virginia Elsberry, first married Samuel Jamison and then James Evans. She was the great grandmother of John Wm. Dowell and Ella Lee Daniel. James Evans grew the bushel of wheat which in 1904 won the highest award at the Chicago World's Fair as the finest wheat in

HISTORY OF ELSBERRY

the world.

Sarah Lou Elsberry, known affectionately in the family as "Dite," married Charles W. Gleeson. Her son, Frank Gleeson, was a member of the Railroad Brotherhoods and one of the outstanding labor leaders of Hannibal.

Orion Elsberry (1861-1862), who died in childhood.

The mother, Julia Ann Buchaman Elsberry died in 1876 and in May of 1882 the Founder was married to Mrs. Columbus (Lum) Frazier, nee Laura Arcelia Sydnor, who had a millinery shop in the original building on the northeast corner of Fourth st. and Broadway where the Foley Building now stands, and who with her daughter, Claudine Frazier, was a charter member of the Elsberry Christian Church.

From their marriage, the couple were affectionately known in the community as "Uncle Bob and Aunt Ceil." They began housekeeping in the house now owned by J. B. Ellis at Fifth and DuBois streets. Later she designed a new home which they built on the crest of the hill on the west side of Fifth street, now known as the Katie Jane Home.

On March 21, 1874 Robert T. Elsberry and Julia A. Elsberry, his wife, had deeded 250 acres of the farm, which he had bought from the heirs of Nelson Watts in 1868, to his son Thomas S. Elsberry. But in the summer of 1879, when the fairy with the magic wand touched him and opportunity beckoned, he bought back, on July 9, 1879, 102 acres of the tract, reaching from the south line of Survey 1706 (Lost Creek) on the south, to the Browns Mill Road on the north, and from the railroad to be built on the east to the Bluff road on the west.

This is the original town of Elsberry as surveyed by A. E. Freeman in August of 1879, and recorded in the Recorder's Office at Troy, at page 158 of Book 13.

On the same day, July 9, 1879, in conformity with his agreement with Roberts, McIntosh and Carroll, he deeded them a one half interest in the 102 acres—and the great promotion was under way.

From the time of his second marriage all the first deeds in the original town of Elsberry bear the signatures: R. T. Elsberry and Laura Roberts and Malvina M. Roberts, his wife; William M. McIntosh and Martha A. McIntosh, his wife; Henry S. Carroll and Lucy C. Carroll, his wife. A few of these deeds still remain as treasured heirlooms.

There was an immediate and growing demand for town lots. Titles changed hands and were sold and resold, each time at increasing prices. It was the first railroad in the county and expectations ran high. The first edition of the Elsberry Advertiser recounts that one carpenter alone, R. E. Black, (1846-1927) grandson of John Black who was born in Jedburg, Scotland, who moved from New Hope in the spring of 1880, erected 25 houses in the new town in the following six months. Bob Black is almost as closely identified with the town and its development as the Founder. He gave the Public Park to the City (deed by Robert E. Black and Sudie J. Black, Robert T. Elsberry and Laura A. Elsberry, dated January 12, 1887) and he and his son, R. A. Black (1878-1948), were benefactors of the community throughout long and useful lives. Other contractors and builders were A. A. Brother and

Sons, who have moved from Louisiana and were living at Nelson the year the building boom started; and Michael Cooney, who relates that his first work on reaching Elsberry in 1880 was chopping trees in the valley where he cut sycamores so large that a man could ride his horse up on the stump of the tree and turn around without the horse stepping off the stump. One of these sycamores standing a short distance out in the field of the R. E. Black farm, just across the railroad track from the elevator, which had been hollowed out by rot but was still growing on the outside left a space inside the tree so commodious that when the sheriff happened to be in the vicinity, many illicit poker games were transferred there from the neighboring saloon which also stood on that side of the track. And for many years after the saloon was closed by local option the nails driven on the inside of the tree, from which lanterns were hung, were to be seen in this popular resort so conveniently screened by the growing corn which grew luxuriantly on this rich soil washed down by Lost Creek from the surrounding hills. Another prominent contractor and builder was Alvin Harris (1827-1912) and his son Charles (Buck) Harris, who made a specialty of building mills and built the Browns Mill near Louisville from which the Browns Mill Road took its name. He and his family left Elsberry in the earliest of the many migrations beginning in 1873 which drew population from the vicinity from time to time, and moved with others to "New Brasky" (Nebraska). Other such migrations included those to Montana (vicinity of Billings) in 1883, to North Dakota in

HISTORY OF ELSBERRY

1888, to Texas in the 1890s, to Oklahoma in 1893 and to Manitoba, Canada in 1910. Some of these treks involved many people, vast quantities of chattels and extensive capital. For example the Elsberry brothers, Tom and Bill, were among the wealthiest men of the community and chartered an entire train to take families, retainers, stock, machinery and household goods. But all of them, especially the migrations to the Dakotas and Canada, ended disastrously in the practically total loss of all assets. Only those who still later moved to California attained expected prosperity.

The sudden and sustained growth of Elsberry seems to have been due to its location, sufficiently distant from Clarksville on the north and St. Charles on the south, to avoid stifling competition in those days of slow and difficult transportation in trade territories, and the fact that it was on the arterial road from Falmouth to New Hope, Auburn and Olney, and other important commercial centers. Another factor was the low price of the excellent lumber which flooded the river markets about this time. Ruthless exploiters had discovered the millions of square miles of virgin forests in the north and were filling the Mississippi with rafts of logs, the finest lumber ever grown. The clear white Minnesota pine, with hardly a knot, easily worked and almost indestructible, provided at negligible cost lumber for buildings which stand today with joists and rafters as good as the day they were built. Any man who could afford to buy a lot could afford to build a house and in a remarkably short time Elsberry was housed and sidewalked with white pine which cannot be bought today

HISTORY OF ELSBERRY

at any price. The ties, the long planks ten inches wide and two inches thick with a hole at each end through which stakes were driven into the logs to hold the rafts together, were a byproduct which sold for almost any offer. They were ideal for sidewalks and in Pike County a continuous road from Louisiana to Bowling Green was built by laying them cross-wise on stringers. Toll was charged and the road was highly profitable until the planks began to warp and toss one end up to break the legs of fast driven horses or suddenly engage the wheels of passing vehicles. Finally the cost of patrolmen to locate and nail down the warped ends exceeded the revenue derived from the tolls and the road was dismantled and consumed as fuel by neighboring farmers.

Winfield and Foley, like Elsberry were exempt from withering competition and were on strategic roads from the River, Winfield between Cape au Gris and Argenville, Foley between the Mississippi and Burr Oak. Foley was named for Addison Foley, great great grandfather of Donna, and Phil Chamberlain, one of the most remarkable men of his time, who owned a large tract of land nearby, including the site of the town.

He was a merchant at New Hope and when the war came on, had the foresight to see that the North would eventually blockade the South and stop the exportation of cotton and cotton products. He mobilized all financial resources and hurriedly took passage on a liver packet to St. Louis and bought heavily. He filled his shelves with calico, sheeting, cotton flannel, bleach, cotton batting, cotton wrap, then much in

demand, and every other commodity in which cotton was a factor. He filled the attic of the store and the basement. He filled the spare room in his dwelling and in those neighbors.

No other merchant foresaw Soon supplies at Clarksville, Louisiana, Troy and St. Charles were exhausted. Every day the price on the St. Louis market went up until calico which he had bought to retail at 5c a yard was \$1 a yard. Clay Sanders, a great uncle Harry Robert Sanders, was a salesman in the Foley store at the time and relates that every morning when the price current, a small sheet paper reporting prices on the St. Louis market, came they went through and marked up the goods. Much of it was yard goods and was wrapped around a wooden core at the end of which it was customary to write the price per yard with lead pencil. Soon the board had a row of figures clear up one side and down the other where the old price had been crossed out and the new price written in. Customers came from two or three counties away and were glad to pay the war price for indispensable necessities. Money poured in in such quantities that in the absence of banks its disposition became a serious problem. But it was all in greenbacks and on July 1, 1864 greenbacks, which had been steadily dropping, fell to 39c per dollar in gold. Rawleigh Mayes, previously mentioned as the great grandfather of Mayor Whiteside, had three thousand dollars in gold which he had accumulated from the sale of wheat which had been selling for \$3 per bushel, and other farm products at war prices. Addison urged Rawleigh to sell him the gold for

HISTORY OF ELSBERRY

greenbacks. Finally after some negotiations, Rawleigh, who also had some foresight and who, though an extensive slave holder foresaw the inevitable exhaustion of the South, sold the three thousand dollars in gold for \$8,000 in greenback. And when specie payment was later resumed by the United States Government saw his judgement vindicated.

Addison sealed the gold in fruit jars and buried them in the dirt floor of his stable where they remained for many years, so long in fact, that when finally dug up, one of them was overlooked and remained behind. In the course of time an old colored hand when directed to clean out the stable and scatter the manure on the field at the northwest corner of the juncture of the Auburn and Clarksville roads, late in the evening, broke the jar without noticing it and tossed it up with the manure on the top of the load. Thereafter it was years before the plow ceased to turn up a five or ten or twenty dollar gold piece when the field was plowed. It was said that it was never difficult to get hands to plow that field.

The first new building erected in Elsberry was the Webb Hotel, built by Capt. J. P. Webb at the corner of DuBois street and Third street, at that time known as Nelson Street, just north of where the Bank of Lincoln County now stands. It was built on the edge of the bluff high enough to escape flood waters from Lost Creek which flowed up Third Street in front of it. The Hotel was opened September 15, 1879 for the accommodation of the engineers, workmen and mechanics engaged in the construction of the railroad. Local wags originated a doggerel verse which was shouted in the din-

ing room on all occasions with great good nature:

"Elsberry Town—Nelson Street,
Webb Hotel—and nothing to eat"

As a matter of fact the sentiment was purely jocular. The service was excellent and the hotel was popular with its clients and customers, and prospered until the erection of a larger and more modern hotel nearer the depot. It was later purchased by Dr. S. M. Bailey who remodeled it and resided there until its destruction by fire. The location was subsequently occupied in part by the Elsberry Fire Department.

About the same time, the railroad put up a temporary warehouse south of the depot between Main Street and the railroad. As need for storage of construction tools and materials passed, Henry Carroll brought R. R. Smither, a local grocer, down from Paynesville and opened a grocery in the front end of this structure.

The first building for business purposes was moved down from Nelson. The firm of Elsberry and Wilkinson (R. T. Elsberry and James C. Wilkinson) had maintained a general store there for several years and J. C. Wilkinson the postmaster devoted a corner of the building to the post office. Immediately on the opening of the depot, R. T. Elsberry, anxious to encourage the construction of buildings on Broadway, moved the store and stock of goods from Nelson to the corner of Broadway and Fourth Street and wishing to devote his time and capital to other town enterprises, sold the store to three young men, Tully R. Goodman, a son-in-law of A. A. Brother, who had been in the furniture business in Nelson, J. R. Cannon and Dr. W. A. Hemphill, who

HISTORY OF ELSBERRY

opened the store under the name of Goodman, Cannon and Company. In 1880 the two partners sold their interest to Randolph Cannon who with various partners remained in business on that corner, now occupied by Cannon and Riffle, the remainder of his life.

R. T. Elsberry immediately began the construction of a two story frame building just across the street on the corner now occupied by the Foley Building, for many years the only two story business house in Elsberry, and rented the lower story to Mrs. Arcelia Frazier who moved from New Hope to open a millinery and dressmaking establishment. The upper story served as a community building and lodges met there, the churches held oyster suppers there and important political meetings were held there. For some time these two buildings remained the only structures "on the Hill." The construction of the town proper started on Main Street and slowly spread to the east end of Broadway and for a time there was brisk competition between the merchants "on the hill" and those "under the hill," with a distinct advantage in favor of those under the hill. Main Street was lined with business houses down where they could "watch the trains." Furtherest south was the drug store of John Montgomery Gibson (1855-1948) who married Ada B. Hunter in 1878, great grandfather of James Albert Ricks, and who was to play a prominent role in the annals of the town in which he was one of the first business men. John Gum had a drug store in New Hope when the Elsberry boom began. Forseeing the growth of the railroad and the town, he erected a store on Main Street and moved his stock

there. Shortly after, in September, 1880, he sold the store to W. L. Prior, son of a Christian minister of Paynesville. In the store he rented quarters to J. F. Crane, a watchmaker and jeweler from Illinois.

Next door north on Main Street was the firm of R. T. Wigginton and Co. with B. C. Welch and W. A. K. Elsberry as partners and with branch stores at Falmouth and the Cross Roads.

Immediately north was the store of Smither and Shipp, Dick Smither and A. D. (Bud) Shipp, the grandfather of Dr. Howard A. Rusk, perhaps the most noted surgeon and rehabilitation specialist in America today, a man of international reputation and the most distinguished living Missourian. His great aunt, Mrs. Nelle Eastin Morris, is one of the beloved residents of the city.

The store of Smither and Shipp was the successor of Smither, Carroll and Co. Carroll who, like the Founder, sold out as soon as he had established the firm, sold to Shipp who later served as postmaster, and remained one of the outstanding businessmen of the town until his removal to Brookfield.

The next store, located on the corner of Main and Broadway, in a new building was "Etter's O. P. C. H. (One Price Cash House) owned by M. E. Etter and Robert Etter who moved the stock of dry goods and clothing from Paynesville to Elsberry in January, 1880. It was succeeded by Gibson and Eastin, later by Eastin and Rose (Lum Eastin and Thos. M. Rose, of Curryville) and, in a new location by Rose and Trail and now by the Reid Dry Goods Co.

Across the street Charles A. Mayes, the great grandfather of

HISTORY OF ELSBERRY

John Randolph Howard, built a new two story hotel which was operated by Samuel Richards, former owner of the Falmouth Hotel, where the local newspaper reported he at times "fed 48 regular boarders." Meals were provided for transients at from 15c to 25c each. And north of the hotel on Main street, Mrs. M. Hitt, the great grandmother of Lieutenant James H. Elliott, U. S. A., one of the earliest and most highly regarded residents of the town, maintained a popular delicatessen.

Extending west on Broadway from Main street was the emporium of Sour and Reuter, who moved from New Hope in July of 1880; the law office of James W. Powell; Wilkinson and Heffington, saddlery and harness; James Saulsberry, merchant vailor (the first man to die in Elsberry); the Guile Furniture Store, operated by Geo. C. Elliott who also had a stove and tinner's business in the same building; Miller's Restaurant, where according to his advertisement in the local paper, he also provided "card tables, pigeon hole tables and other forms of entertainment and games of chance."

On the north side of Broadway, beginning with the Richards Hotel, were Suddarth's restaurant and Felty's blacksmith shop. About midnight one Saturday night when the week-end business had been brisk and the day's receipts were still in the tills, a clerk sleeping in the store of Cannon Bros. was awakened by the sound of an anger boing through the front door around the lock. The door opened gently and as a man came down the center aisle with a dark lantern, the clerk opened fire with a revolver. The man dashed back through the open door and could be heard running

down the street. The next morning the blacksmith appeared and said the tools lying at the door had been stolen from his shop. Soon after he moved away and was never heard from again. On up the street were Tim Mulcare's shoe shop, Webb's Hotel, B. S. and I. N. Cannon, grocers, T. L. Foley, jeweler, Goodman, Cannon and Co., the Bibb residence, the W. T. Reed residence, E. D. Frazier's Wagon Shop and John D. Carter, wheelwright. And at the confluence of Broadway and the Bluff Road was the blacksmith shop of Henry D. Leo (born 1852, married Dorcas Hogue in 1881, moved to Nebraska in 1883).

These buildings constituted a solid block on Main Street, and two blocks of business houses on the south side of Broadway from Main Street up to Third Street. The block from Third Street to Fourth Street on the south side of Broadway was occupied by three structures, two residences with a small barber shop between. The large and imposing residence of Sour and Reuter came First, and West of the barber shop was the residence of L. D. Gatewood, the barber who married a sister of Mrs. Charles A. Mitchell, and who operated the shop. Reuter was the son-in-law of Sour. He served as postmaster of Elsberry from December 19, 1882 to Sept. 25, 1885. Sour and Reuter had a general store and bought goods in Chicago, St. Louis, New York, Kansas City and St. Joseph. They always discounted their bills and enjoyed a high credit rating. In 1886 they ordered large quantities of goods and started a series of special sales. They offered such bargains that other merchants in both Elsberry and New Hope were practically out of the market.

HISTORY OF ELSBERRY

For example, ACA bed ticking, then a staple commodity, selling at 17c and 18 c per yard was sold at 2c a yard, and everything else in proportion. Extra clerks were employed and new hitch racks were erected to take care of the unprecedented volume of trade which flowed in from the surrounding trade territory. And then after a riotous Saturday in which goods were sold at almost any price offered, the firm closed its doors and announced it was bankrupt. The crowd of credit men which poured in on every train from wholesale stores of every city within 500 miles and more, resembled a national convention and taxed to the utmost the hotel and restaurant facilities of the community. Many had to be taken in by private householders. A brigade of lawyers and detectives followed. But no assets were in sight. It was the sensation of the year if not of the business life of the town. And in a short time the unfortunate and impoverished family of Sour and Reuter moved away leaving behind only debts and sad recollections.

The pioneer physicians of the town were: Dr. R. T. Hawkins, Dr. B. J. Lee, Dr. W. A. Hemphill, Dr. S. H. Kerr, Dr. Samuel M. Bailey and later, Dr. Leroy M. Lee, Dr. Charles E. Powell, Dr. A. M. Taylor, Dr. C. A. McAfee, Dr. W. N. Lowry, Dr. Forest V. Keeling, Dr. Linnie Lindsay, Dr. C. B. Lindsay, Dr. Perry Bahner, Dr. Gilbert H. Callaway, Dr. R. N. Hull, and Dr. E. O. Damron.

The earliest resident dentise in Elsberry was Dr. J. W. Taliferro, followed in succession by Dr. James McClelland and Dr. Charles S. Irvin. Later came Dr. Clinton L. Alloway, Dr. J. N.

Damron, Dr. J. M. Beard, Dr. P. V. Diggs, Dr. C. W. Powell and Dr. G. G. Wilson.

After the removal of the first residence from Nelson to the corner of Griffith and Sixth Street, and the opening of the Webb Hotel, the first dwelling erected in Elsberry was built in the summer of 1879 by James W. Gentry (1849), who married Leticia Jane Cannon, sister of B. S. and I. N. Cannon. The cottage stood on the corner of DuBois and Fourth Streets directly across Fourth street from the present site of the Methodist Church and across DuBois street from the Catholic Church. Jim Gentry was for many years the livery man in Elsberry, and later in Troy, and was sheriff of Lincoln County for eight years. In quick succession the residence of Rev. Webb Bibb and sisters Nora and Jessie Bibb at the corner of Broadway and Fifth Street, now occupied by the LaCrosse Lumber Yard, the residence of W. T. Reed, the editor at the corner of Broadway and Sixth Street, now belonging to Miss Mattie Rose, the dwelling on Fifth Street just north of the lumber yard and the A. A. Brother house on Fifth Street near Broadway now owned by Mrs. Nelle Eastin Morris were built in 1879 and 1880.

R. T. Elsberry, the Founder, took an active interest in the location and erection—and frequently in the financing—of all these buildings and all community enterprises. He was a prominent promoter and stockholder in the elevator and flouring mill in the school building, in "our brick church" and much later in the Elsberry-New Hope Gravel Road and every intervening local enterprise.

He was a man of profound convictions and although he lived in a day when drinking was all but

HISTORY OF ELSBERRY

universal, when a tin cup hung by the whiskey barrel in most stores, and beloved pastors of local congregations were regaled on their pastoral calls with a glass of wine, he was bitterly opposed to the sale and use of liquor, and inserted in all deeds he executed in the new town a provision forbidding the sale of intoxicating liquors on the premises conveyed, under penalty of reversion of the title to the grantor and his heirs. For many years this limitation was scrupulously observed but eventually it was forgotten and one of the Founder's grandsons, Wesley Amos Robinson (1869-1942) brought suit to enforce the covenant. The grounds for the decision of the court were in equity rather than in law and the suit was dismissed. But had the decision been appealed and the appellate court taken the view handed down on similar covenants in other states, the decision of the lower court would have been reversed. However, it would have made little difference in the local situation as two saloons were opened just across the town limits at either end of Broadway, shortly after the building of the depot. Ironically, the saloon across the railroad track at the east end of Broadway was the firm of Watts and Elsberry which included the two oldest sons of the Founder, William A. K. Elsberry and Thomas S. Elsberry. The saloon just across the Bluff Road at the west end of Broadway, known as "The Elsberry Saloon" was owned and operated by the firm of R. T. Booth and Company, consisting of John Singleton, formerly of Farquair County, Virginia, and R. T. (Bud) Booth. As an early copy of the Elsberry Advance advertises, they were re-

sorts where "one can wet his whistle when it's dry, heat himself when he's cold, or cool himself when he is warm." The western pub was known locally as "Glory" and the eastern as "Halleluah" and a large part of the masculine population of the city circulated with uninhibited and unrestrained ardor between Glory and Hallelujah.

But Elsberry—and in fact, Lincoln County—were temperately inclined and on September 17, 1887, in a county-wide local option election, Elsberry cast 61 votes for the sale of liquor and 175 votes against the sale of liquor. In the county the vote was 951 votes for the sale of liquor and 1,622 against the sale of liquor—and the saloon left Elsberry never to return.

But the most exciting election in the history of Elsberry was held in November of 1884 resulting in the election of Grover Cleveland over James G. Blaine, the first Democratic President elected since the Civil War. It was a campaign of unprecedented intensity. Women closed the doors and pulled down the window shades and did not appear on the streets. Practically every male citizen of Elsberry was a member of the Democratic Campaign and Marching Club or the James G. Blaine Republican Club. The Democrats erected a tall flag pole in the northeast corner of the Park and flew a Cleveland and Hendricks banner surmounted by the American flag. Each member of the Club was provided with a cap, a torch light consisting of a long handle on the end of which was a swinging can of coal oil and a heavy wick when ignited gave out a black and odorous cloud of smoke and a minimum of illumination. Each marcher also

HISTORY OF ELSBERRY

had an oilcloth cape to protect the wearer from sparks and drippings from his torch. The slanderous nature of the campaign was reflected in the songs of the two parties. The Democratic clubs marched through the streets and up Broadway chanting:

Blaine, Blaine, James G. Blaine
Continental liar from the State of
Maine

BURN THAT LETTER.

to which the relatively few but equally vociferous Republicans on the sidewalks and roofs of buildings shouted derisively:

Maw, Maw,
Where's my paw?
Going to the White House,
Haw, Haw, Haw.

Elsberry voters cast 215 votes for Cleveland and 125 for Blaine but it was several days before the national result of the election was known. When it became evident that Cleveland had really been elected, Elsberry Democrats were delirious with joy. There were no buildings north of Hill street. A wheat field extended from the crown of the hill to Page Branch, and on either side of the Bluff Road, from where the Presbyterian Church now stands, a split rail fence ran zigzag north to the Branch and beyond. Accordingly the brow of the hill just over the rail fence was selected for the bonfire and Campbell McDonald, the blacksmith, was placed in charge of the anvils. For two days patriotic farmers hauled in loads of cordwood. Quantities of soft coal were appropriated from the railroad sidings. A barrel of tar and a barrel of pitch were supplied at the expense of the Club, and nearby, about where the home of Mrs. Fred Cox now stands, the anvils were placed. Gunpowder was poured on one anvil and the

other anvil was placed on top of the powder. Then Cam swung a 16 foot rod of wrought iron from the fire where one end had been heated a cherry red around to the gunpowder and a gratifying explosion in the roar of a battery of guns reverberated over the surrounding country. Politics was a serious matter in those days and so hilarious was the celebration that late the next morning many of the revellers were still sleeping on the sidewalks of the city in the sharp November air "but 'twas a glorious victory."

INCORPORATION

With the rapid growth of the village, and the heavy patronage of the two adjacent saloons, the necessity of an organized municipal government became imperative.

The town had been surveyed and plotted by Z. E. Freer, a civil engineer, employed by the Clarksville entrepreneurs in August of 1879. This plat was officially acknowledged by R. T. Elsberry, John O. Roberts, William M. McIntosh and Henry S. Carroll and was filed for record May 21, 1881. Main Street ran parallel with the railroad, Broadway ran west from the depot, the north and south streets were numbered from second to sixth and the Bluff Road later became seventh street. The east and west streets were given local names as New Hope street, Auburn Street, Lincoln street, Hill street, with the exception of two, one of which was named DuBois street in memory of a civil engineer by that name who was killed when a locomotive was derailed by a cow near the present Columbia Quarry and Griffin street, named for a popular foreman on the road.

A petition signed by 54 citizens was presented to the County Court at its August session, praying for

incorporation of the town as follows:

"Beginning at a stone on the north bank of Lost Creek where a continuation of the Bluff Road south would intersect said Creek; thence north with said Bluff Road to the northern line of Lincoln Street, as shown by the recorded plat of said town; thence east on Lincoln Street to Sixth Street; thence north on Sixth Street to the north line of Hill Street; thence east on the north line of Hill Street to the St. Louis, Keokuk and Northwestern Railroad; thence southwest with said Railway to Lost Creek; thence west along the north bank of Lost Creek to the place of beginning."

The petition was granted November 17, 1883 and the town was incorporated as "Inhabitants of the Village of Elsberry." The first Board of Trustees appointed by the Court consisting of C. A. Mayes, J. W. Powell, J. M. Gibson, J. R. Cannon and G. C. Elliott, organized by electing C. A. Mayes as Chairman and J. R. Cannon as Clerk of the Board.

The first municipal code of the town was adopted by the Board of Trustees December 13, 1883 and signed by C. A. Mayes, Chairman, and J. R. Cannon, Clerk.

According to John M. Gibson, who was a member of the first Board of Trustees, C. A. Mayes was the First Mayor of Elsberry. When he resigned in that or a subsequent term to make an extended trip, J. R. Cannon was elected to succeed him and became the second Mayor of Elsberry and Judge Gibson, himself was the third Mayor of Elsberry. The designation at the time was "Chairman of the Board" and the term Mayor did not come in until organization of

the town as a City of the Fourth Class. The roster of Mayors includes:

Charles A. Mayes
J. R. Cannon
J. M. Gibson
Capt. Thomas R. Reid
A. A. Brother
H. B. Suddarth
W. L. Martin
M. P. Elsberry
John W. Lockett
Jesse B. Ellis
Wallace S. Reid
Wm. W. Watts
J. R. Palmer
Elmer E. Brother
Tom C. Smith
Dr. Forrest V. Keeling
Gordon Crank
A. L. Gladney
Salem A. Reid
Waldo O. Fischer
Malcolm Reid
Dr. Edwin R. Whiteside

Charles Addison Mayes (1837-1918), grandfather of Thomas Elmo Foley and Mrs. T. C. Howard, the first Mayor of Elsberry, married Mary Jane Duncan Sanders, daughter of James William Sanders and Edna Foley, great grand parents of Robert Francis Sanders, of Moberly. He was one of the wealthier men of the community and financed many of the earlier enterprises of Elsberry. He was a man of wide influence and largely controlled the affairs of the growing town.

In 1898 the Board of Trustees ordered a census of the town which showed a population of 815 people. Thereupon the town was organized as a city of the 4th class and on June 7, 1898 adopted ordinances conforming to the statutory requirements of that class.

The original town as platted and incorporated included only the area

HISTORY OF ELSBERRY

HISTORY OF ELSBERRY

between DuBois and Griffin streets from the railroad to the Bluff Road. Additions have been incorporated as follows:

Plat of Elsberry, November 6, 1879
Robert T. Elsberry Addition, May 25, 1882.

R. T. Elsberry Addition No. 1, May 25, 1882.

R. T. Elsberry Addition No. 2, May 25, 1882.

R. T. Elsberry Southeast Addition, July 16, 1891.

Robert E. Black Northwest Addition, November 14, 1891.

R. E. Black Northeast Addition, November 14, 1891.

John M. Gibson Addition, June 30, 1892.

A. Brown Addition, Administrator of R. T. Elsberry, July 25, 1892.

B. C. Welch Addition, August 19, 1892.

C. A. Mayes Addition, January 10, 1893.

Amended Plat of R. T. Elsberry Southeast Addition, January 16, 1903

Robert E. Black Second Northeast Addition, January 28, 1914.

Cannon Heights Addition, November 3, 1915.

J. H. Ligon Addition, January 5, 1939.

Berger Tract Addition, April 20, 1948.

Charley Brooksher Subdivision, June 1, 1948.

Cannon Addition Subdivision, February 21, 1949.

Amended Plat of Subdivision of B. C. Welch Tract, December 21, 1950

Oscar V. Wagner Subdivision of B. C. Welch Addition, October 20, 1951.

Brooksher Subdivision of M. A. Cox Tract, March 28, 1952.

Charley Brooksher Subdivision of B. C. Welch Lot 2, April 17, 1954.

The Cannon Heights Addition consisted of 80 acres off the eastern end of a tract of land comprising the northern portion of Survey 1706 extending from the Browns Mill Road to the northern line of the Survey, formerly belonging to Samuel Cannon (1736-1857), son of James Cannon (1762-1842), a Revolutionary soldier, and great great great grandfather of Olin and Andy Cannon. At the time of Samuel's death all his twelve children were married with the exception of Lydia who was so frail that it was not believed she could live more than a few months. Accordingly, in writing his will he left this 80 acres to Lydia her life time, to go to the rest of his children at her death. Contrary to expectations and predictions Lydia survived all her brothers and sisters and in 1869 married Frederick W. Page, a Civil War veteran born in Vermont in 1831. And thereupon the River St. Antonis of Napoleon's engineers, known to the early settlers as the Cannon Branch, became Page Branch and has so remained to this day.

It was a very fortunate marriage for both. And true to story book sequence they lived happily ever after. Lydia during her entire life retained the garb universally worn by the pioneer women of the earliest period of settlement with all undergarments hanging from the shoulder, which may account for the fact that not withstanding her frailties she lived to a ripe old age.

When the dear old lady died in 1911 there were 86 heirs living in 14 states of the Union, some of whom were never located, and whose interest was paid into the State Treasury under the statute governing disposition of such estates. By

HISTORY OF ELSBERRY

order of the Circuit Court the tract was sold at auction by the sheriff to the highest bidder.

Up to this time the city had been contained in a straight-jacket of narrow limits. It could not extend east across the railroad or south across Lost Creek. As long as Lydia lived none of the entailed Page land could be sold on the north. The only outlet was to the west. Immediately following the settlement of the estate there was an insistent demand for sites in the new tract. To dispose of the tract most expeditiously and most equitably the services of an expert auctioneer were secured. The land was surveyed and platted. Two lots were set aside for a drawing each day. All the space in the local newspaper not under annual contract was engaged and for the first and last time nothing appeared on the front page of the Elsberry Democrat except advertising—the announcement of the sale. The entire second floor of the local hotel was engaged and office furniture installed. An extra passenger coach was hooked on to the morning train from St. Louis to accommodate personnel and paraphernalia and the shock troupe detained at Elsberry with the band playing lively airs and the sales force glad-handing everybody on the station platform.

The next morning, November 5, 1915, promptly at ten o'clock the procession started at the depot on its way up Broadway led by the brass band of eight or ten pieces making more noise than any band ever made before in the entire county. In martial order the procession swept up the street with two auctioneers six feet tall in Prince Albert coats and high silk hats gesticulating and ballyhooing as

they came. At Fifth Street they turned north followed by crowds in buggies, wagons, on horseback and on foot completely obstructing all traffic. The sales force carried a wheat sack of mixed nickles, dimes and quarters. At the first stake the wagon drove to the center of the lot. The band gave a staccato rendition of Dixie. Handfuls of coins were broadcast through the crowd in every direction. The music was drowned out by the two auctioneers at opposite ends of the wagon chanting and talking bids simultaneously and —“Sold.” A representative of the legal staff of the organization immediately located the successful bidder. With tears in his voice he deplored the low price at which the lot had sold, congratulated the buyer on his great bargain—and took his signature with witnesses. In the meantime, without stopping to take breath, the band started up again. The wagon moved over to the next lot, the air was filled with flying change and again the auctioneers went into action. “Sold.”

All morning and all afternoon for two days the sale went on, the crowd growing in size and excitement as the sale progressed. until at the end of the second day every lot in the 80 acres had been sold. A large delegation followed the troupe to the train to bid them an affectionate goodbye. And the exhausted band with swollen lips and aching feet waved a feeble farewell.

At the next school election a spirited contest developed over the location of the new high school building. The school directors voted to build it in Western Elsberry but in a vigorous campaign the holders of deeds to lots in the new addition, awake to a new community of inter-

HISTORY OF ELSBERRY

est, ganged up on the West and voted to place the new high school on the north side of the Browns Mill Road. Some forty years later Western Elsberry had its turn and the new grade school was built on the Wigginton hill.

Elsberry's first appreciable setback came in 1887 when a fire destroyed the major portion of the business section of the town. The original business district was on Main Street and the first two blocks of Broadway. The area was tightly packed with pine buildings and there was no fire service. The fire started at night and within two hours the entire area on the south side of Broadway from Main to Third Street was reduced to ashes with little opportunity for salvage. When morning dawned the entire heart of the town with vast quantities of merchandise was gone.

The larger part of the area was not rebuilt for more than 50 years and the business district of the town shifted over night. Eight years experience with flood waters and the distracting proximity of the adjacent railroad, had demonstrated the disadvantages of the site, and the survivors moved to higher ground.

The railroads had other unexpected disadvantages. Herds of professional hoboos, with no other occupation in life, and unrestrained by modern police supervision at city terminals, "rode the rails" in box cars and under passenger trains, and swarmed out over the country at every stop, begging at back doors for handouts. They lived surprisingly well on the bounty of the unsophisticated housewives along the line. Trainmen sought to dislodge them but invariably they got back

on like fleas dislodged temporarily from the family dog. The fill on the right-of-way at Elsberry just below the mill where Lost Creek crossed over from Main Street to the Black farm was rich alluvial soil and the finest crop of Jimpson weeds to be seen from St. Louis to Keokuk grew there in luxuriant abundance. Early one morning two Knights of the Road who had been unceremoniously thrown off the last train took stock of their financial situation and found they had just one dime between them. But the fall frost had opened the Jimpson burrs and when the stems were tilted a handful of lustrous black seed poured out. The two resourceful gentlemen stopped at the grocery of J. T. Culbertson on Broadway and purchased two large Bermuda onions, which fortuitously had just come in, at five cents each. From an accomodating druggist they secured wrapping paper and then with the onion as a sample descended on the town. The size and aroma of the sample onion, along with the ingratiating courtliness of the vendors, was so convincing that they made a sale at practically every door. Late in the afternoon with their pockets bulging with small change they majestically entered the waiting room of the depot and bought first class passage to the city. But before they boarded the Pullman they had grace enough to divulge the origin of the "onion seed," and by the next day no one in Elsberry could be found who had been a customer.

The next blow fell on October 3, 1891 when the engineer of a freight train backing in on the siding, lost control, and freight cars were catapulted into the elevator and piled

HISTORY OF ELSBERRY

up against the mill and warehouses. The stove in the caboose set fire to the wreckage destroying what had been left of that part of town by the conflagration of 1887. Two of the cars were loaded with beer and the heavy kegs cascaded out over the streets rolling in every direction. Again it was a night fire and the blaze and roar of the flames with the long blasts of the whistle on the locomotive brought men in from miles around. Every kind of vehicle from wheelbarrow to ox cart was pressed into service and a celebration started that spread over the countryside and lasted for ten days or two weeks. The adjacent field on the R. E. Black farm was dense with growing corn and afforded ideal seclusion for special parties and the next spring when planting time came it was necessary to haul away wagon loads of empty kegs before the field could be cleared for cultivation. Of all of Elsberry's fires this was probably the most memorable.

Again in 1894 fire originating in a restaurant burned two blocks of a substantial brick buildings on Broadway, in what the local newspaper termed "the greatest fire in the history of the city." The destruction included the Bank of Lincoln County and various stores and shops, and the bank vault heated white hot could not be opened for several days. Most of the contents of the safe were unrecognizable but the records and specie in the vault were still intact when finally reached. Records of the Masonic and I. O. O. F. lodges, then in the Foley Building, were badly damaged and charters had to be replaced.

In March of 1930 the larger part

of the block on the south side of Broadway extending from Third street west was burned. The fire was marked by the abandon with which volunteer fire fighters in the attempt to salvage stocks of merchandise and protect threatened buildings in the neighborhood, destroyed more than they saved. Doors, windows and shelving were chopped out of building outside the fire zone with axes. China and glassware were stripped from the shelves and tossed out of the doors to safety on the concrete sidewalks while coal scuttles and brass spittoons were carried tenderly out and deposited without appreciable damage at a safe distance from the fire.

The following summer, June 9, 1930 the west end of the same block, was burned west of Fourth street, including the new I. O. O. F. building with records, insignae and regalia.

With the exception of a third fire, in this same block, in which Cecil Cannon died in his theatre, September 7, 1937, Elsberry suffered no further fires of any consequence until the destruction of the MFA Elevator, March 17, 1955, and seems to have at last solved its fire problems by the establishment and maintenance of an efficient municipal fire department which renders such catastrophes practically impossible and has materially reduced insurance rates in the business section of the city.

A disaster of another character struck in 1899 when a light epidemic of small pox broke out and a temporary pest house was erected in the bottoms east of the city. There were no deaths but the people of the trade territory naturally gave Elsberry a wide berth during the

HISTORY OF ELSBERRY

entire summer. The streets were deserted. Business practically ceased and merchants and professional men suffered serious losses, the effects of which were discernable in diverted patronage long after the danger was past.

In this day of modern medicine and vaccination it is difficult to appreciate the stark terror which swept a community when a case of small-pox appeared. Death was slow and terrible. Few recovered and those were marked for life. The only safeguard was flight and entire towns were left vacant. When the disease appeared in Falmouth shortly after the Civil war no one remained to attend the sick but one or two who had survived an attack and were immune. Boats refused to land and grass grew in the streets. It is related that victims in their delirium would sometimes escape from their rooms and would be tracked by the bloody imprints of their hands on the walls and their feet on the sidewalks.

A son of the Gabriel Thompson family, Edward Thompson living on a farm now known as the Page Place on a branch of the Brownmill Road - and for whom the Thompson Crossing a mile or two north of Elsberry on Highway 79 was named - went down to St. Louis with some livestock shipped by boat. He spent a day or two in the city "seeing the sights." Shortly after he returned home he developed a high fever and the doctor when called pronounced it to be small pox of the most virulent type. An old colored man who had survived an attack in his boyhood waited on the family. Neighbors brought food and medicine which they left on a stump

in the middle of an adjacent field. One by one mother, father, brothers and sisters died and were carried out by the old servant and buried without benefit of clergy. The only survivor of the entire family was a daughter, Cynthia who had married W. D. Jamison a short time before.

Through prompt vaccination the epidemic of 1899 was soon under control and there were no fatalities. It was the last appearance of the dread disease in this section of the State.

Robert Thomas Elsberry, the Founder, was in many respects in advance of his times. He did not drink. He did not smoke. He was temperate and devout in language. He was an active patron of education. And he was a communicant of the Primitive Baptist Church, known in those days as the Hardshell Baptist, and was affiliated with the Bryant's Creek Baptist church, at that time adjacent to the pioneer cemetery about three miles west of New Hope on the State road between Elsberry and Auburn Junction. His brother William L. Elsberry and his sister-in-law Mary Ellen Mayes Elsberry, who lived just across the road from the church, were also members of this congregation.

One of his first cares in the establishment of the new town was provision for religious services. He donated the lot and gave the brick for a church and personally superintended the erection of the building. After the foundation had been completed and they were ready to lay the corner stone, the foreman asked if there would be any ceremonies in connection with the laying of the stone. The Founder was not familiar

HISTORY OF ELSBERRY

with such ceremonies and asked what was usually done on such occasions. The foreman explained that it was customary to put a metal box under the stone with a roster of members and a newspaper of the date and coins of the year. The mortar had been spread and the stone was waiting. He felt in his pocket and drew out a silver half dollar and tossing it down in the center of the mortar said "Lay it on that." When the old building had served its time and the present building took its place the corner stone was laid with elaborate ritual and ceremony and in the copper box enclosed in the new corner stone was placed the Founder's silver half dollar which was found beneath the old stone when the old building was razed.

The inhabitants of the town cooperated in the erection of the church without regard to creed or denomination. All faiths were represented in the contributions to the building fund, and services were held in the building by ministers of all religious persuasion. Among those who preached in the new church were Rev. Hayes Bell, of Clarksville, pastor of the Cumberland Presbyterian Church three miles north of Elsberry, Rev. Charles A. Mitchell, pastor of Ebenezer Baptist Church, Rev. T. A. Abbott, pastor of the New Hope Christian Church, and Rev. John Moorehead O'Brien, then or later presiding elder of the Hannibal District of the Methodist Episcopal Church South, later presiding elder of the St. Joseph District and still later presiding elder of the Plattsburg District. All these ministers originally held meetings in the waiting room of the depot. Later meetings were held in the warehouse

south of the Mill and still later in the hall above the millinery establishment of Mrs. Arcelia Frazier.

METHODIST

Rev. O'Brien had served under Lee in the Civil War as captain of a North Carolina company and shortly after the close of the war had moved to Missouri. He was a man of fine presence, tall and commanding, with a generous shock of red hair and was a Peter Cartwright type of preacher. He organized the first Methodist Church, the first church of any persuasion in Elsberry, November 24, 1879 and as soon as the new building was completed dedicated it as a Methodist Church. Great discontent and criticism followed. The Founder, who had contributed more than anyone else to the building of the edifice was especially critical, so much so, that he never "darkened its doors again" and refused to attend the marriage of his step-daughter Claudine Frazier, the first marriage solemnized in the building.

Ministers who succeeded Rev. O'Brien, in the order of their succession, were: J. M. O'Brien, H. D. Groves, J. M. Ramsey, John Holland, A. V. Bailey, M. F. Pryor, J. M. Major, T. P. Middleton, H. I. Cobb, J. L. Taylor, E. W. Reynolds, Clyde W. Gow, W. D. Neale, B. A. McKnight, J. O. Coppage, W. W. Richeson, W. N. Giddens, L. C. Maggart, J. W. Tanquary, E. E. Bustwich, W. H. Ellington, B. D. Sipple, G. E. Poole, H. E. Corbin, J. E. Rudloff, C. H. Sherman, C. E. Yoes, J. Clifton Lee, Frank C. Tucker, Jr., Marvin Fortell, E. D. Watkins, Jr., O. O. Diven, T. G. Matkin.

HISTORY OF ELSBERRY

BAPTIST

The Elsberry Baptist Church was organized with 13 members, October 27, 1883 by Rev. W. A. Bibb. Pastors who have served the church have been: Charles A. Mitchell, J. D. Hacker, W. H. Stone, Dr. Wiley J. Patrick, Dr. E. B. Dillard, W. A. Bibb, J. T. Nevins, S. L. Palmer, Joshua Hickman, Charles King, Abe C. Jones, W. L. Hatcher, J. T. Phillips, K. E. Magruder, O. C. Cooper, L. D. Gregory, Ed D. Dawson, E. E. Bauer, G. Elmo Purvis, C. D. O'Neil and D. R. Pickern.

CHRISTIAN

The Elsberry Christian Church was organized with 29 members March 27, 1887 by Rev. T. A. Abbott. Mrs. Nelle Eastin Morris is the only surviving member of the 29. Pastors of the Church have been: Thomas A. Abbott, James A. Grimes, R. A. Martin, J. E. Dyer, J. B. Mayfield, W. A. Bibbony, Dr. William W. Runsey, E. G. Merrill, William A. Meloan, Bowling G. Reavis, Guy V. Ferguson, James E. Todd, Frank W. Leonard, Arthur A. Hedges, Arthur S. Anderson, Francis J. Yokley, J. Morgan Harris, Ralph V. Callaway, H. Lee Jacobs, O. Leonard Angel, Benn Hill Cleaver, Oris E. Watson, George W. Swan, Jr., William Steagall McLean, Robert F. Bristol, Dr. Enoch P. Gabriel, Harold Lindsay Odor and Oscar P. Campbell.

PRESBYTERIAN

The Associate Reformed Presbyterian Church was organized August 21, 1911 with 12 members, the daughter of the Mt. Zion Church, the oldest church of that faith west of the Mississippi River. Pastors of the Elsberry Church have been: R. N. Hunter, J. H. Snell, R. L. Grier,

R. C. Kennedy, D. P. Presley, W. C. Halliday, L. P. Knox, F. B. Edwards, C. E. Edwards, J. Calvin Smith, Nale Falls, Dr. H. H. Wernecke, H. H. Watson, John Guthrie and J. B. McFerrin.

CATHOLIC

Under the pastorship of Reverend Father George P. Kuhlman, the Sacred Heart Catholic Church was dedicated June 16, 1910 by Archbishop John J. Glennon, later His Eminence John Cardinal Glennon of St. Louis. Among the priests who have served the congregation are Father Joseph Newman who offered the first Holy Mass in the residence of Cy Wantland at Sterling Landing in 1905; Father Patrick F. Quigley, from Millwood, Father George P. Kuhlman from Louisiana, Father Daniel J. Gleeson, Father Thomas Geraghty, Father Cornelius J. Flavin, Father Joseph H. Huels and the present pastor, Father Aloysius F. Wilmes.

HOLINESS

The Fire Baptized Holiness Church of Elsberry was organized by Rev. William A. Femmer and Rev. Lawrence Schaper in August of 1930 and cooperated in the establishment of the Elsberry Holiness Mission. The congregation now has its house of worship at the intersection of Welch Avenue and B. Highway, where the first service was held September 7, 1953. Their pastors have been: C. C. Ham, Lawrence Schaper, and Oliver Allen.

The Elsberry Free Holiness Church was established in 1950 and is the outgrowth of the Elsberry Holiness Mission. Mrs. Ray Mills is pastor.

Both churches have contributed actively to the spiritual growth and progress of the community.

In South Elsberry the Methodist

HISTORY OF ELSBERRY

Episcopal Church was organized in 1882 by Rev. Lewis Overton, the Baptist Church in 1884 by Rev. Turner Donaldson, the A. M. E. Church in 1889 by Rev. Ed Poe, the Church of God in Christ in 1923 by Rev. Grant Bottom.

In the early days of the town great emphasis was placed on the doctrinal differences which divided denominations. A local wag related that as he came down Fourth street one Sunday morning the congregation of the Christian Church on one side of the street were singing "Will There Be Any Stars In My Crown" while the Methodist on the other side of the street were singing "No Not One, No Not One."

"Typical of the times was the inquiry of the small miss on her way home from Sunday services when she asked: "Mother, why did the minister talk so much about John the Baptist without saying anything about Jesus the Presbyterian?"

The second church building in the town, the Cumberland Presbyterian Church, was moved from the intersection of the Thompson Crossing road running west, with the Bluff Road running north. The church had stood for many years before the establishment of Elsberry directly north of the intersection just across the road from the old toll gate of the gravel road and in recent years had declined in membership. The Baptists offered to move the church to Elsberry if the Presbyterians would grant them a half interest in the building. The offer was accepted and the church was located on the corner lot at Sixth and DuBois streets. The arrangement proved to be a very happy one and both congregations grew and prospered. Dur-

ing this period several ministers of the Presbyterian church, notably Rev. Deccard, Rev. G. Bell, Rev. T. Bernard and Dr. Alonzo Pearson, men of great power and scholarship, contributed invaluable to the intellectual as well as the spiritual life of the community.

In the late 80's Rev. J. D. Hacker became pastor of the Baptist church. He was a brilliant man but a militant controversialist and introduced the custom of preaching an annual "doctrinal" sermon in which he demonstrated conclusively the errors of all other sects, especially on the cardinal issues of communion and baptism. He was accustomed to adorn his discourse with piquant illustrations as "A boy drew a picture of a cow. After looking it over he was afraid it would not be recognized so he wrote under it. This is a cow." Likewise the Founder of the church down the street, apprehensive lest it not be recognized, figuratively wrote under it "This is a Christian Church." The effect on sister denominations can well be imagined. Finally he challenged Rev. Wm. A. Paton, a visiting evangelist of the Presbyterian church with whom his Baptist brethren were living in brotherly regard and comity to a public debate on the probity of the fundamental doctrines of the two denominations. The challenge was promptly accepted.

Needless to say the debate attracted great attention. The church was crowded. No such congregations had been seen before. Aisles were jammed, windows and doors were filled. All over the church people stood during the entire program. While applause was taboo in the churches of that day, interest was intense and

HISTORY OF ELSBERRY

feeling ran at fever heat.

Rev. Hacker opened the debate by announcing that he would utterly discomfit the opposition. In rebuttal, Rev. Patton quoted from the First Book of Kings: "Let not him that putteth his armour on boast as he that taketh it off."

The high water mark in the debate was the interpretation of a phrase in the original Greek of the New Testament offered by Rev. Patton. In response Rev. Hacker at the conclusion of his speech laid a Greek Testament on the pulpit and held up a twenty dollar gold piece and offered to give his opponent the gold piece if he would correctly translate a designated passage from the original Greek. Rev. Patton who had taken four years of college Greek promptly translated the passage and Rev. Hacker handed over the money and the debate was over without any issue having been settled. Shortly thereafter Rev. Hacker removed to Boulder, Colorado where he became a noted evangelist. And all controversial agitation having been withdrawn on the local field, peace and amity settled down once more over the Elsberry churches and today cooperation among the pastors in the local Ministerial Alliance is reflected in their respective congregations which now work together in effectual fellowship for the good of the community and the Kingdom.

EDUCATION

As soon as the depot had been completed and the mushroom growth of the town started, attention turned to the question of a school for Elsberry. It was generally taken for granted that the nearest district school, the Cannon School, located on the Isaac Cannon farm on the

Browns Mill Road would be moved into town and the name changed to the Elsberry School. So it was something in the nature of a surprise, if not a shock, to the town boosters when at an election called for the purpose, the proposition was defeated by a decisive vote of the school patrons.

Under the assumption that the matter had not been sufficiently canvassed with the voters, a campaign was organized and a second election held in which the proposal to move the school to Elsberry was defeated by a still larger majority. Nothing daunted, a third election was held but reaction from the bitter rivalry which had sprung up between New Hope and Elsberry and personal jealousies coupled with the fear of increased taxes, prevailed and for the third time the vote was adverse.

Again the Founder led the way. If the school would not come to Elsberry, then Elsberry would build its own school. Again the Founder donated the land and offered brick from his own brickyard at a favorable figure. Stock was subscribed and sold at \$100 a share and in 1883 a two story brick building was completed with two rooms down stairs, ample accommodation for school purposes, and one large unfinished room upstairs which was available for any worthy community purpose.

Among the activities accommodated was the Thespian Club with a membership made up of the young beaux of the neighborhood which from time to time staged plays and entertainments in the "school hall." Especially successful was the play "Ten Nights in a Barroom," staged with elaborate scenery and accessories in which Dr. T. V. Farmer played the

HISTORY OF ELSBERRY

father, Miss Nita Bailey, now Mrs. H. R. Sanders, was the daughter and Dr. Charles Powell, grandfather of Etta Jean, sang Old Black Joe, then a new song, between curtains. No culmination in all the dramatic history of Elsberry ever provided a greater thrill than when the father threw the whiskey glass—which was caught by a stage hand in the wings while another rattled a box of broken glass—and Nita dashed through the door with cranberry juice streaming down her face and fell dying at his feet. The women in the crowded audience sobbed openly and the men cleared their throats stentorously and blew vociferously into red bandana handkerchiefs.

The school opened in the fall of 1883 as an academy, for a ten months term, at a tuition fee of \$2 per month per pupil. Prof W. J. Seaman (1848-1924) who in 1882 married Miss Frances Melinda Vance (1858-1935) was principal. Both Prof Seaman and Mrs. Seaman were graduates of LaGrange College and later of the Kirksville School of Osteopathy. Miss Callie Towles, of Louisiana, and Miss Nonie Elgin, of Clarksville, were assistants.

The occasion of the year was the closing day with exercises in which Miss Callie reclining on a divan on the stage, directed a May pole dance about a red and white ribboned pole in the community hall, indicating the reversals by snapping her fingers. To the fond mothers and other patrons of the school who filled the hall to capacity it was an inspiring scene of cultured elegance.

As there was no indication of a change of heart on the part of the voters in the neighboring district,

the school was continued the following term with Prof. E. F. Nichols (1864) as principal and Miss Sophia Seaton (1862) in charge of the lower grades. They were married in 1887 and moved with her brother-in-law, J. H. Voorhees (1859) to Pueblo, Colorado where he was eventually elected to the bench of the 10th Judicial District of Colorado.

It now became evident that subscription school was unpopular and a burden on the average citizen with a large family. Accordingly negotiations were entered into with John M. Gibson, the leader of the recalcitrants, with a view to arranging a compromise. Various inducements were offered but John Gum was uncompromising. The only terms to which he would agree were for the stockholders of the Elsberry school to turn over their new brick building to the school district without compensation or limitation of any kind. And on those terms, exempting the tax payers of the district from any of the costs of the new building, the voters finally consented and the Cannon School became the Elsberry School. However, all the consequences were not necessarily advantageous. The school term was reduced from ten months to six months and local teachers sometimes barely familiar with the three R's took the place of college trained teachers from outside. The hiatus in the school term was made up by Miss C'audia J. Triplett and Miss Lorena Ellis (1866-1928) who supplemented the winter term with a two months summer term at the rate of \$2 per month per pupil.

Up to this time there was no high school of any class in the county. Through the years excellent

HISTORY OF ELSBERRY

secondary schools have been developed and beginning July 1, 1947 the 82 school districts of the county were gradually consolidated into the four present districts. By February 6, 1951 four high schools, approved by the State University and the State Department of Education, including the Elsberry High School, were permanently established.

Eventually the soft brick, of home manufacture, in the school building burned with cord wood for fuel, began to crumble and at the turn of the century bonds were voted to replace it with the present grade school on the original site. Still later the school district having cancelled its obligations, a second issue was floated and the first section of the present High School Building was constructed. In 1940 on application to the WPA an addition including a gymnasium and auditorium was added at an approximate cost of \$50,000 of which the school district paid a little over \$6,000 and the Federal Government supplied the remainder.

On August 8, 1950 a further bond issue of \$45,000 was voted for the purpose of building and equipping a vocational education department of domestic science and manual training.

By 1953 an unprecedented increase in the school population of the district, and the approaching integration of the colored student body, rendered additional class rooms imperative and the largest bond issue ever voted by the Elsberry patrons, in the sum of \$150,000, was approved which, supplemented by a State grant of \$50,000, provided \$200,000 for the construction of an additional primary school building to be located on the Wigginton Hill,

on a site purchased from the American Legion.

With this addition Elsberry now has one of the most modern and most complete school plants to be found in a town of its size anywhere in the Mississippi Valley.

Among those who have served as superintendent of schools since the founding of the city have been.

William J. Seaman
Edward F. Nichols
William A. Dudley
Robert Sanderson
A. O. Moore
Wm. F. Schofield
James W. Graves
Briton P. Taylor
John A. DeTienne
Asa G. Steele
William J. Rowley
S. P. Bradley
O. A. Wilson
Theodore A. Hollman
J. B. Rodgers
A. C. Floyd
W. H. LeFever
Frank Hales
Francis B. McCluer
Hermar L. Purdin

Two men in particular in the educational history of the city are entitled to special note, Howard G. Colwell and Briton P. Taylor. It is all the more remarkable that they were contemporaries.

In the summer of 1897 a local minister who had recently accepted the pastorate of an Elsberry Church decided to open an academy to articulate with the senior year of the Elsberry High School. He advertised proposed academic and musical courses in the Elsberry Democrat, issued a printed prospectus and negotiated with a teacher's agency for a principal and a teacher of piano and

HISTORY OF ELSBERRY

voice. The first week in September Howard G. Colwell, who had graduated from William Jewell College the previous June and Miss Bessie Lindsay, a graduate of a St. Louis conservatory of music, got off the train asking for the minister who was President of the Elsberry Academy. They had one interview. He told them the response to his advertisement had been so discouraging that he had abandoned the idea of starting an academy and had made no arrangements of any kind for a building or other incidentals and that he was resigning his pastorate and would leave Elsberry in the next day or two. His proposals had been so satisfactory that they had declined all other offers and it was now too late to make other arrangements for employment for the school year. Making the best of it, Miss Lindsay with the help of sympathetic people of the town enrolled a large class of pupils and enjoyed a number of successful years as teacher of piano. Prof. Colwell faced a more difficult situation. But in the end he rented a vacant cottage on Fifth Street, borrowed a small table for a desk, and neighbors donated a few chairs. He cut the weeds, replaced broken window glass, did a little necessary painting and repair work and opened on the day advertised for the beginning of the fall term. And then with perhaps a dozen students began one of the most important school years in the lives of any of his pupils. He was a talented teacher, a man of the highest integrity, and he led his classes to intellectual and spiritual heights heretofore untouched. He was active in all branches of church work. Practically every boy and girl in

the community, either directly or indirectly came in touch with him and the effects of his life and teaching were plainly discernable for many years after his work in Elsberry was done. He later became President of Buchanan College and subsequently Principal of Soldan High School in St. Louis, and died of tuberculosis superinduced by early years of privation.

Briton P. Taylor, a graduate of Central College, came to Elsberry as Superintendent of Schools in September of 1898. He was remarkable for what he taught outside the textbooks of his academic courses. His influence on the youth of the school and community was profound, inspiring and lasting. Like Colwell his works lived after him. From the Superintendency of the Elsberry Schools he entered the ministry and held some of the larger pastorates in the South, including those of Kansas City, Missouri and Charleston, South Carolina. On several occasions when a bishopric was to be filled he was within a few votes of election. It is not too much to say that these two extraordinary men, by a strange coincidence contemporaries, within the space of the few years of their service in the local schools, completely changed the ideals and standards of that generation of young men and women.

THE ELSBERRY PRESS

Another young man who seemed destined to exert a profound influence on Elsberry affairs was Henry F. Childers who came to Elsberry in 1880 from Westminster College and gave Elsberry its first newspaper. Up to this time the only newspapers in Lincoln County had been published at the county seat.

HISTORY OF ELSBERRY

New Hope, the second largest town, and Auburn the third largest town in the county had never had a newspaper. But Elsberry, a railroad town, drew young men as a magnet town from. And on October 8, 1880, Henry Childers, just 21 years old, published the first issue of the Elsberry Advance. In a "Salutatory" editorial the editor announced that "Politically, the Advance will be strictly and unwaveringly Democratic at all times and under all circumstances. The National, State and County Democratic tickets are to be found at the head of our columns which is an indication that they have our hearty support." The tickets referred to included Winfield S. Hancock for President and William H. English of Indiana for Vice President. The State ticket listed T. T. Critenden for Governor, Aylett H. Buckner for Congress and Col Thomas G. Hutt for State Senator. Champ Clark, of Fike County was the Democratic candidate for Presidential Elector. Prominent on the county ticket was Howard S. Parker for State Representative and A. C. Snetten for sheriff.

Incidentally, it is interesting to note that the above candidates were reported elected but as a later issue of the Advance points out, Hancock was cheated out of the Presidency which was awarded by a partisan commission to Chester A. Arthur."

Illustrative of the times, carried in the first issue of the Elsberry Advance is a news item reporting the robbery of a stage coach between Pierce City, Missouri and Eureka Spring, Arkansas the previous week by six men wearing handkerchief masks and armed with

double barreled shot guns. The robbery seems to have been a successful proceeding in every particular.

Under the fashion notes in this early copy of the Advance for the year of 1880, the reader is informed that "the betrothal bracelet sometimes takes the place now of the engagement ring and is worn on the left arm."

Two columns of this first edition are devoted to a description of the new flouring mill then under construction by the Elsberry Milling Company incorporated in May, 1880 with Wm. L. McIntosh as President, Henry S. Carroll as Vice President and B. C. Welch as Secretary. Through this mill were to pass in the years ahead millions of dollars worth of wheat, corn and other grain with their products.

The paper also carries current quotations of prices of staple commodities on the St. Louis markets; choice cattle at \$5.10 to \$5.50 native cows at \$2.25 to \$3.00, hogs at \$3.50 to \$5.35, wheat at 94c, corn at 38c, butter at 25c, eggs at 14c, tobacco, then the cash crop on every farm in the county and marketed at the Tinsley Tobacco Co. at Louisiana or the Boone Tobacco Company at Clarksville, at \$6.00 to \$7.00 per cwt.

The Advance seems to have been a profitable investment from the start. According to the announcement at the mast head of the paper, 1200 initial copies were printed and distributed gratis and the public were invited to subscribe. The subscription rate was \$1.25 a year. As it later developed this amount was sometimes paid in cordwood, eggs or vegetables and sometimes in hams or country made sorgum molasses. Ap-

HISTORY OF ELSBERRY

parently no reasonable offer was refused. So it was not surprising that a number of prospective purchasers made bids to buy the paper almost from the time the first issue hit the street. But the future was promising and Childers had as his assistant an expert typesetter W. D. Wiggins, known affectionately as Billy Wiggins and he whetted the appetites of prospective purchasers by declining to place a price on the paper. However, in March of 1881 the pressure became too strong and he sold a half-interest in the paper to J. W. Powell and in December of the same year sold Powell the remaining half of the Elsberry paper and bought from W. J. Knott a half-interest in the Troy Free Press, the Troy firm becoming Ward and Childers. In September of 1882 he bought Ward's interest becoming the sole proprietor of the Troy Free Press.

The transaction was probably an unfortunate one so far as Elsberry was concerned. Powell was a rising young lawyer and while he was a talented editor he would perhaps have done better to have concentrated on his law practice and Elsberry would have retained Henry Childers, one of the most dynamic personalities of his time.

James Watson Powell (1855-1924) son of Watson Thomas Powell and Sarah Washington Zimmerman, member of the firm of Walton, Avery and Powell until April of 1880 when he moved from Troy to Elsberry, was admitted to the bar in October, 1879, married Anna Eliza Whiteside in 1881, editor of the Elsberry Advance from December of 1881 to 1894 when he was elected Prosecuting Attorney of Lincoln County. After serving 4 years as prosecuting at-

torney he resumed his legal practice and in 1902 was elected Probate Judge and served for eight years. He returned to Elsberry in 1910 but was never again associated with newspaper work.

In February of 1884 Powell sold the Advance to William T. Reed, formerly of Paynesville, related by marriage to Mrs. Hugh A. Steavenson. In May, 1885 Reed sold to J. W. Powell and Robert T. Robinson. In July of 1837 Robinson sold his half interest to Richard H. Wommack for the year 1888 the paper was published by Powell and Wommack. In the meantime Hurley M. Cornick had moved the "Lincoln County News" from Troy to Elsberry and two enterprising young men, Charles S. Huckstep and Robert J. Braley, had started publishing the "Elsberry Gazette."

On the election of J. W. Powell as Prosecuting Attorney, he sold the Advance to Cornick and it was merged with the Lincoln County News. In his valedictory of February 7, 1895, the last issue of the Elsberry Advance, Powell writes "I have been connected with the paper for about 15 years. After the first of March I will move to Troy." And the Elsberry Advance had ceased to exist. Times were hard. A depression was on. And business does not seem to have prospered with the News and a few months later Cornick abandoned the field to the Gazette and moved his plant to Hardin, Illinois where in a destructive fire the back files of the Elsberry Advance were destroyed. In fact as late as 1906 it was announced that all files of all papers ever published in Elsberry had been destroyed.

On March 27, 1900 James T. Walk-

HISTORY OF ELSBERRY

er bought the remaining paper the Elsberry Gazette and changed its name to the Elsberry Democrat, under which name it has been published ever since. In 1902 Walker sold the paper to the Mayhall brothers and accompanied by his friend and plant foreman, Gordon Crank, moved to Welsh, Louisiana where they published the Rice Belt Journal. In 1906, having sold the Journal, they returned to Elsberry and Walker again became owner of the Elsberry Democrat selling a half interest on December 1 of that year to Crank. In 1923 Gordon Crank became the sole owner and under his management the Democrat entered on a period unsurpassed editorially and typographically by any similar period in the history of the Elsberry press. Following his untimely death in 1945 the family continues the publication of the paper under the standards and traditions set by him in his long and brilliant career.

Editors who have served under the Estate have been Hurley Crank, John M. Self, R. H. Jackson, R. Ferguson, M. H. Alderson, W. Stamper and S. A. Howard.

FRATERNAL

One of the interesting features of the first edition of the Advance is the column of announcements of lodges and other fraternal organizations. Long before the building of the C. S. and Q. railroad A. F. & A. M. and I. O. O. F. lodge had been chartered at Auburn, New Hope, Burr Oak and New Salem. As the towns of Elsberry, Foley and Winfield developed along the railroad, and the original sites of the lodges became ghost towns, the lodges were moved to the new towns but retained the original names as written in their charters. The Masonic lodge at Elsberry still bears the name of New Hope Lodge No. 199. The lodge at Foley is still the Burr Oak Lodge and the lodge at Winfield is the

New Salem Lodge.

A. F. & A. M.

New Hope Lodge of Ancient, Free and Accepted Masons No. 199 was chartered May 31, 1869, just at the beginning of the Civil War. The charter was signed by the Grand Master of the State, Marcus McFarland, of Lincoln County who at the time was a resident of Troy. The lodge was moved from New Hope to Elsberry in 1890. Here it has had a distinguished history and has been honored with three Thirty-Third Degree Masons, Robert Elliott Black 33 degree, Roscoe Bruce Black 33 degree and Arthur Lyndon Gladney 33 degree. On the date of publication, of the first issue of the Elsberry Advance, the lodge was still meeting at New Hope and Dr. James S. Long, great-grandfather of James Gordon Welch, who is also a grandson of Gordon Crank, and who bears the name of both grandfathers, was Worshipful Master. James O. Baskett, a great-great uncle of Michael Reid and Bobby Trail, was Secretary of the Lodge. The Baskett Family, one of the oldest and most distinguished in the county, has long been intimately identified with Freemasonry and in each generation members of the family have "passed through the chairs" of the lodge. At a time when transportation was difficult and no radio, telephones, television or mail delivery of mail or daily newspapers were available the monthly sessions of these fraternal bodies, usually meeting the Saturday before the full moon in each month, were notable occasions and members would ride long distances to attend and then retrace the road after lodge closed. At New Salem, regularly, and

HISTORY OF ELSBERRY

at other lodges from time to time, the lodge had contracts with local housewives who timed their baking to turn out loaves of hot bread, which were served with large crocks of freshly churned butter and huge pots of strong coffee when the lodge closed. Members thus fortified would head their horses back through melon moonlit nights or through snow and sleet and storm on their way home.

Beginning with the first Worshipful Master of the Lodge, whose service dated from 1860, the long line of distinguished men who have presided over the deliberations of the lodge include: A. F. Downing, John Black (brother of Robert E. Black), Dr. James W. Welch (father of James C. Welch), T. J. Neely, Dr. Geo. W. Vaughn, Henry F. Wells, John D. Cox, Dr. James Long, Geo. W. Hammack, Will H. Baskett (father of L. T. Baskett), Isaac Whiteside, R. E. Black (father of R. B. Black), James L. Dawson (father of F. L. Dawson), M. S. Alloway, J. C. Bradley, W. W. Watts, James C. Welch, C. C. Eastin, Dr. C. E. Powell (father of Dr. C. W. Powell), Floyd Galloway (father of Carlyle Galloway), J. J. Shaw, L. T. Baskett, F. L. Dawson, S. R. Hoover, Harry R. Penick, Dr. James N. Damron (father of Dr. O. E. Damron), W. S. Sanders, Joseph R. Palmer, Robert Trail, Jos. K. Palmer (father of W. J. Palmer), W. J. Palmer, R. B. Plack, Harry Ross, H. K. Cunningham, Claude B. Lilley, Clarence H. Feix, Dr. C. W. Powell, T. Louie Wells, Harvey E. Powell, Wm. A. Ulery, Jr., L. W. Trescott, Carlyle Galloway, Charles W. Miller, W. E. Long, F. L. Palmer, Otis Hammack, G. Jack Jones, Norman C. Evans, E.

Palmer Cox (brother of Thompson Cox), Jesse K. R. Langford, A. J. Vann, Thompson Cox, Wayne B. Leftwich, Forrest Brooksher and Lon H. LaRue, now serving in 1955.

I. O. O. F.

The Elsberry I. O. O. F., the independent Order of Odd Fellows, Deadwood Lodge No. 382 was instituted at New Hope February 28, 1878 and was moved from New Hope to Elsberry in May of 1895. At the time of the first publication of the Advance, Dee F. Foley, a nephew of Addison Foley, of New Hope, was Noble Grand and W. J. (Jap) Cannon was Secretary of the Lodge. It is related that when it was proposed to buy an organ for the use of the Lodge the Secretary, who enlivened lodge dinners and other festive occasions by playing the banjo, closed the debate by asking sententiously "If we had an organ who'd pick it?" The Cannon Family has been associated with Deadwood Lodge from its earliest history and Otto B. Cannon, great-grandfather of Charla and Brenda Howard, prominent for many years at sessions of the Grand Lodge of the State, served as Conductor in the exemplification of the ritual in practically every jurisdiction in Northeastern Missouri.

Among the Noble Grands who have presided over the Lodge are: W. D. Dudley, A. H. Kercheval, W. J. Nash, I. N. Cannon, Otto B. Cannon, H. B. Metts, William A. Dudley, Perry J. Cannon, D. E. Dever, W. P. Morton, J. R. Cannon, H. H. Ashbaugh, W. W. Omohundro, Mont. P. Elsberry, William A. Ulery, W. D. Bradley, John Brother, Charles W. Ellis, James Metts, Clarence W. Perry, Albert J. Cannon, J. E. Pal-

HISTORY OF ELSBERRY

mer, Edward S. Morris, Ed. McAllister, Henry Humphrey, Dr. Forest V. Keeling, Gordon Crank, S. Price Fleener, Jesse B. Ellis, R. C. Dixon, Dr. W. N. Lowrey, George C. Levengood, William B. Ellis, L. W. Crank, J. R. Wilkinson, C. L. Busman, Charles S. Huckstep, J. T. Devaney, Thomas C. Smith, John S. Watts, W. R. Cannon, James T. Rice, Charles W. Miller, M. Burley, Charles C. Brown, B. D. Hardesty, J. V. Whiteside, Dr. J. M. Beard, J. H. Newman, Cecil W. Cannon, F. H. Brinkman, Elmer L. Mayes, Lewis Trescott, C. H. Feix, Frank Bowton, Dr. Edwin R. Whiteside, Roy M. Burchett, Harry T. Palmer, Herman L. Fardin, Wilford L. Cramer, Wiley F. Lonsberry, D. H. Kanoy, L. E. McBride, Clifton Miller, Ernest Bowton, Cecil Fines, Charles Machir, Franklin Miller, Virgil Weeks, William Reid, Reginald Watts, Charles Poole, Harold Ligon, Walter McClelland, Russell Gladney, Eugene Duncan, George Swan, Ivan Hammond, Wayne Werges, Stanley Presley, Harold Ives, Hugo Branham, Charles Johnson, Sidney Wipke, James H. Callaway, Joseph Lilley, Alfred Farmer, Harvey Hatfield, Floyd Turabull, Norman Blakey, Eugene Pamer, Hurley R. Crank, Robert Zamwalt.

It would be impossible to estimate the far-reaching influence of Odd Fellowship and Freemasonry on Elsberry and its people and its history, through the classic language of their rituals, the love of liberty and free government and the profound truths and high ideals which they inculcate. From these two fraternities have come the men who have been leaders in every worthy civic enterprise in the history of the city.

O. E. S.

Elsberry Chapter 39 of the Eastern Star Lodge was organized January 25, 1902 and received its charter under date of October 31 of the same year. Through its chairs have passed many of the representative women of the city and the adjacent countryside.

Worthy Matrons of Elsberry Chapter No. 39, order of Eastern Star are: 1902 Mattie Rose (Mrs. John W.) Alvis, 1904 Jennie Waters (Mrs. Dr. Stephen H.) Kerr, 1905 Miss Amy Reid, 1908 Kate Hemphill (Mrs. Jno.) Cochran, 1909 Jessie Fisher (Mrs. Judge W. W.) Reid, 1910 Miss Lorena Ellis, 1911 Miss Lena Alloway, 1913 Etta Jamison (Mrs. Dr. C. E.) Powell, 1915 Mollie Thomas (Mrs. Frank L.) Dawson, 1916 Fannie Mulherin (Mrs. Gabriel) Damron, 1918 Minnie Callaway (Mrs. I. Lewis) Trescott, 1919 Cynthia Palmer (Mrs. Elmer E.) Brother, 1923 Mary Ellis (Mrs. D. K.) Knapp, 1925 Lillian Dawson (Mrs. W. Seaton) Sanders, 1927 Oneida Cochran (Mrs. W. R.) Cannon, 1929 Vesta Green (Mrs. Dr. C. B.) Lindsay, 1930 Irene (Mrs. Harry) Brinkman, 1931 Gerda Cobb (Mrs. Floyd O.) Galloway, 1932 Clarice Gentry (Mrs. A. L.) Gladney, 1933 Isa Smith (Mrs. L. W.) Trescott, 1934 Gussie Brown (Mrs. J. J.) Shaw, 1935 Melba Mayes (Mrs. Dr. C. W.) Powell, 1936 Mary Ann Green (Mrs. Howard K.) Watts, 1937 Margaret Trescott (Mrs. Cecil W.) Cannon, 1938 Mary Bailey (Mrs. Wm. A.) Ulery, 1939 Mary Redd (Mrs. Clinton L.) Alloway, 1940 Miss Mildred Baskett, 1941 Nell Millard (Mrs. Paul H.) Gibson, 1942 Virginia Banks (Mrs. Carlyle) Galloway, 1943 Anna Laura Baskett (Mrs. Malcolm) Trail, 1944 Mary Ross (Mrs. Christ-

HISTORY OF ELSBERRY

ian) Meyer, 1945 Winona Hobbs (Mrs. Russell) Taylor, 1946 Mary Miller (Mrs. G. Jack) Jones, 1947 Nettie Luckett (Mrs. B. F.) Gladney, 1948 Frances Watts (Mrs. Jack) Vann, 1949 Isabelle Rogers (Mrs. Raymond) Miller, 1950 May Burbridge (Mrs. Clardy) Moss, 1951 Lelia Graham (Mrs. Olon) Gray, 1952 Helen Whiteside (Mrs. Wm. H.) Machir, 1953 Kathryn Trescott (Mrs. O'Garlan) Ricks, 1955 Ruth Tiller (Mrs. Harold) Ligon.

REBEKAHS

Elsberry Rebekah Lodge No. 415, the auxiliary to the Odd Fellows Lodge, was organized and chartered May 12, 1906. The women who have occupied its chairs have contributed materially to the social, civic and fraternal life of the community.

The roll of those who have presided as Noble Grand of the Order include: 1906 Minnie Lindsay (Mrs. Edward S.) Morris, 1907 Mattie Brother (Mrs. Benjamin D.) Elsberry, 1908 Annie Robinson (Mrs. C. C.) Ferry, 1909 Cynthia Palmer (Mrs. E. E.) Brother, 1910 Lizzie (Mrs. John) Humphrey, 1911 Annie Jeffries (Mrs. Joseph R.) Wilkinson, 1912 Beatrice Sanders (Mrs. Mont P.) Elsberry, 1913 Ida Miller (Mrs. Clarence) Feix, 1914 Mollie Lowrey (Mrs. Dr. C. A.) McAfee, 1915 Emma Fields (Mrs. John S.) Watts, 1916 Dora Mildenstein (Mrs. Ed. S.) Metts, 1917 Susie Bradley (Mrs. Nide E.) Cobb, 1920 Edith Evans (Mrs. George C.) Levengood, 1921 Nettie Luckett (Mrs. B. F.) Gladney, 1922 Elizabeth Pryor (Mrs. J. V.) Whiteside, 1923 Couchie Palmer (Mrs. Rommie E.) Cramer, 1925 Mary Triplett (Mrs. Val. W.) Waters, 1926 Miss Georgia Huckstep, 1928

Clarice Gentry (Mrs. A. L.) Gladney, 1929 Irene Pollard (Mrs. Harry) Brinkman, 1930 Annie Rowbotham, (Mrs. Harry T) Palmer, 1931 Alberta Elsberry (Mrs. W. C.) Taylor, 1933 Isa Smith (Mrs. Lewis W.) Trescott, 1934 Winifred Whiteside (Mrs. Joe) Langford, 1935 Ruth Langford (Mrs. Arch) Taylor, 1939 Verna Elsberry (Mrs. Frank L.) Palmer, 1940 Eileen Jamison (Mrs. Joseph) Gladney, 1941 Pauline Dryden (Mrs. Clifton) Miller, 1942 Virginia Hearin (Mrs. Charles) Machir, 1943 Miss Sadie Hunt, 1944 Addie Boyd (Mrs. Thomas N.) Harpole, 1946 Alene Norton (Mrs. Luther) Segnass, 1948 Pearl Smith (Mrs. Everett) Fine, 1949 Kathryn Cole (Mrs. William) Whitaker, 1950 Anita Strus (Mrs. James H.) Callaway, 1951 Augusta Corbin (Mrs. Charles) Johnson, 1952 Mrs. Kathryn Graham (Mrs. Harold) Ives, 1953 Hazel Coffman (Mrs. Forest) Davis, 1954 Ruth Anna (Mrs. Eugene T.) Taylor, 1955 Hattie Meyer (Mrs. Joe) Lilley.

THE GRANGE

A surprising number of Grange lodges is reported. The Grange, the oldest farm organization in America today, and at that time a political power throughout the New England states and agricultural West, and which is still active in many states of the Union although completely forgotten in this immediate section of the country, reported eight chapters widely distributed over the county. Among them, as listed in the Elsberry Advance of October 8, 1880, was the Star Hope Grange No. 1868. Isaac Cannon, great-great-grandfather of Richard Cannon Mayes, was Master and W. C. Sleet, the great grandfather of Ruth Ann

HISTORY OF ELSBERRY

Mayes Taylor, was Secretary of the Grange which was advertised as meeting at the Star Hope School House the fourth Saturday in each month.

AMERICAN LEGION

Elsberry Community Post No. 226, of the American Legion, was organized and chartered in October, 1919. Its first home was acquired in 1948 through the cooperation of Pauline Wigginton who suggested the sale of the Wigginton home for approximately the amount then in the lost treasury, \$8,000. This property was sold in 1953 to the Elsberry School District for \$20,000 and the present home of the Post on Highway 79 with ample grounds and extensive buildings was acquired in February of 1954. The Legion Commanders have been: Otto T. Crank Dr. F. V. Diggs, Dr. J. M. Beard, Curtis Taylor, Ralph Graham, Sr., T. C. Knapp, Ira T. Langford, Dr. C. W. Powell, T. Elmo Foley, G. Jack Jones, O'Garlan Ricks, R. Eugene Duncan, John W. Steward, T. F. Manning, Jesse K. R. Langford, Wm. B. Waggoner, Roy M. Burchett, Frank Phillips, and Ralph Humphrey.

AMERICAN LEGION AUXILIARY

The American Legion Auxiliary, Unit 226, auxiliary to American Legion Post 226, was organized under the sponsorship of Commander G. Jack Jones in October, 1946 and received its charter in November of that year. The benevolences of the auxiliaries are not confined to veterans and their families but include patriotic service to community, state and nation. The Elsberry Auxiliary has contributed generously to the social and civic life and welfare of the entire community.

Among those who have served as

President of Unit 226 are Mrs. O'Garlan (Kathryn) Ricks, Mrs. Eugene (Sara) Duncan, Mrs. O. C. (May) Kessler, Mrs. Harold (Ruth) Ligon, Mrs. Sylvester (Ruth) Kerpash, Mrs. Forrest (Hazel) Davis.

P. E. O.

AI Chapter of the P. E. O. Sisterhood was organized October 3, 1904. Presidents of the Chapter have been: Leona Nuckolds, Juanita Sanders, Mary Alloway, Elizabeth Keeling, Neil Gibson, Mollie Dawson, Lillie Alexander, Lillian Sanders, Elizabeth Trail, Minnie Trescott Palmer, Martha Elsberry, Annie Powell, Etta Powell, Florence Palmer, Martha Rose, Anne Palmer, Lou Ellis, Alberta Taylor, Nelie Bradley, Margaret Cannon, Oneida Cannon, Mary Jones, Isa Trescott, Viola Ringhausen, Mary Lucy Howard, Mary Stevenson, Gerda Galloway, Margorie Fisher, Vesta Lindsay, Ernestine Lahr, Ellen Morrow, Kathryn Ricks, Margaret Gladney, and Isa Trescott.

HISTORY CLUB

Closely following came the various women's federated clubs which have added so much to the cultural and intellectual life of the city:

The History Club, organized in 1905, was affiliated with the State Federation in 1911 and admitted to the General Federation in 1918. Presidents of the Club have been: Miss Jessie Black, Mrs. H. H. Palmer, Miss Lydia Ferry, Mrs. Robert Fisher, Mrs. L. W. Crank, Mrs. J. H. (Lucile) Heinemann, Mrs. W. E. Long, Mrs. T. C. Howard, Mrs. Everett Watson, Mrs. J. H. (Virginia) Heinemann.

HISTORY OF ELSBERRY

A. B. C.

The A. B. C. Club (Arts, Books and Crafts) was organized and federated in October 1926. Its presidents have been: Pauline Cannon, Kathryn Crank, Alberta Taylor, Mary Lucy Howard, Isa Trescott, Margaret Cannon, Bessie Ellis, Mary Ann Watts, Aldulia Chamberlain, Vesta Lindsay, Melba Powell, Frances Clark, Kathryn Gladney, Grace Turner, Rosa Branch, Lucy Catherine Weeks, Dorothy Fischer, Jessie Dudley, Frances Vann, Dorothy Kopitke, Mildred Mitchell, Edna Mae Purdin, Adeline Reid, Pauline Miller, Clarice Gladney and Frances Mallinckrodt.

JESSIE BLACK CLUB

The Jessie Black Club, named for a beloved sponsor, was organized in April, 1932 and federated in June of that year. Its presidents include: Mrs. Joe Langford, Mrs. Jonathan Clarke, Mrs. John Gibson, Mrs. Raymond Miller, Mrs. Edwin Whiteside, Mrs. Tom Chamberlain, Mrs. Arch Taylor, Mrs. Nick Riffle, Mrs. Sid Wortman, Mrs. Ralph Humphrey, and Mrs. Robert Hull.

FORTNIGHTLY

The Fortnightly Club was organized September 20, 1938 and federated October 3, 1938. Those serving as President have been: Mrs. Charles Levensgood, Mrs. Irvin Van Matre, Mrs. Olon Gray, Mrs. Val Waters, Mrs. William Machir, Mrs. Earl Galloway, Mrs. M. O. Dixon and Mrs. Hallie Temple.

D. N. C.

The DNC CLUB (Daughters of the New Century) was organized in 1933 and federated January 8, 1934. The Presidents were: Mrs. Charles Kelly, Mrs. Harry Brown, Mrs. A. T. Palmer, Miss Virginia Tate, Mrs. Frank-

lin Miller, Mrs. Maurice Bartee, Mrs. Tom Burks, Mrs. Ralph Galloway, Mrs. Douglas Ringhausen, Mrs. E. O. Damron, Mrs. W. O. Howard, Mrs. Thomas F. Manning and Mrs. H. R. Sanders, Jr.

A. E. P.

The A. E. P. Club (Alpha Epsilon Pi) was sponsored by the D. N. C. Club and was organized in October of 1941. It was admitted to the State Federation in 1942 and in the same year to the General Federation. Mrs. Delmas (Bonnie Berkley) Covert served as the first president. She has been succeeded by Miss Mildred Parker, Mrs. Joe (Grace Beauchamp) Clark, Mrs. Harold (Katherine Graham) Ives, Mrs. Ralph (Anna Mae Whitaker) Ferguson, Mrs. Forrest (Hazel) Davis, Mrs. Harvey (Faye) Walden, Mrs. Marlow (Shirley) Briscoe and Mrs. Charles (Sue) Gladney.

STUDY CLUB

The Elsberry Study Club was established in August of 1944. Its presiding officers have been: Mrs. Clardy Moss, elected in 1944 and following her, Mrs. Wm. Gray, Mrs. Forrest Brooksher, Mrs. Robert Hensley, Mrs. Harvey Walden, Mrs. Guy Ray, Mrs. Robert Canady, Mrs. Earl Pfisterer, Mrs. Ray Kammeier and Mrs. Chris Meyer.

KIWANIS

The Elsberry Kiwanis was organized June 12, 1950, chartered August 8, 1950 and is one of the most active and successful of the business and benevolent organizations of the community. The Presidents have been Clifton Miller, Ralph Galloway, Sid Wipke, Robert E. Parks, Wayne Werges and O'Garlan C. Ricks.

HISTORY OF ELSBERRY

THIRD ANNIVERSARY

The first notable social event in the life of the new town was the celebration of the third anniversary of its founding held in a grove of primeval forest just across the railroad bridge, east of the railroad and south of the Creek, on land now a part of the Erosion Control Nursery. Here was staged a widely-advertised all-day picnic with special invitations to the old settlers who were enrolled as they reached the grounds, with the date of their migration to Missouri and the name of the state from which they came. The Prairieville band (Eolia had not yet come into being) was engaged for the occasion and "discoursed sweet music" during the day until some of the key performers became so enthusiastic as the result of enjoying the hospitality of friends and admirers as to no longer be in position to participate. Two beeves, 27 sheep and ten hogs were barbecued and although the attendance broke all local records no one went away hungry. The principal attraction of the day were formal addresses by Hon. Howard S. Parker, of Troy, a young attorney of exceptional ability who represented the county in the State legislature, and Hon. David A. Ball, of Louisiana, a member of the State Senate, subsequently elected Governor of Missouri, as claimed by unprejudiced friends, but "swindled out of the Governorship by unprincipled city machines." "Governor Ball" (1851-1928) who was a very able but very homely man, of the Abe Lincoln type, delivered an eloquent patriotic address suitable to the occasion in the course of which

he indignantly denied charges by his opponents that he was, "two-faced." "Heaven knows," he said, "If I had another face I would wear it."

Parker (1853-1886) a native of Fayette County, Kentucky who had moved to Missouri early in youth and who had served as prosecuting attorney of the county before election to the House of Representative, discussed a more serious and controversial question. A highly questionable group claiming to represent Wall Street interests, and systematically canvassing Chambers of Commerce and county courts in railroad-hungry inland counties, had organized a "court house ring" in Lincoln County and was offering to build a railroad across the county if a bond issue was voted to pay a part of the expenses. Parker, alert to the proposed fraud, fought the combine represented by Bonfils the County Clerk and had received anonymous letters threatening his life if he did not withdraw his opposition to the bonds. Parker had the courage of his convictions and was not to be intimidated. A short time before in a personal controversy about an entirely different matter he had engaged in a pistol duel with Richard Henry Norton (1849-1918) who had just been elected to Congress, and had stood in the middle of the street calmly returning Norton's fire until the ammunition in his six-shooter was exhausted and Norton was wounded. When the newspapers announced that he would speak at Elsberry, a second letter came advising him that if he mentioned railroad bonds in his speech he would be shot down. Although it was excess-

HISTORY OF ELSBERRY

ively hot weather, he appeared on the picnic grounds wearing a long Prince Albert coat, a popular garment in that day, and one which concealed any cartridge belt and pistols the wearer might be carrying. The crowd had by this time become so dense that a wagon was backed up in the picnic grounds and Parker climbing up into the wagon, made a blistering speech charging crime and malfeasance in the handling of the bonds. He left the grounds unmolested but his wise advice was unheeded. Beguiled by the bait of a railroad cleverly dangled before the public, the bonds were voted and turned over to the promoters but the railroad was never built. After many court battles in which the county tried to void the obligation a compromise was finally reached under which the bondholders were paid 60c on the dollar and the taxpayers got nothing. Unfortunately it was not the last time the public was to be defrauded by clever promoters looking after their own interests.

Events now began to move in rapid sequence.

In October of 1903 a franchise was granted to the Buffum Telephone Co. which installed a switchboard on the second floor of the Foley Building. In 1906 it was sold to Missouri and Kansas Telephone Company and in 1912 was absorbed by the Bell Co. of Missouri, and became a part of the Southwestern Bell Telephone Co. June 1, 1924. Dial operation was adopted November 3, 1953 and it is today one of the most modern and efficient systems in the State.

The Elsberry Drainage District of Lincoln and Pike Counties, was or-

ganized as a municipal corporation in 1911. It embraces approximately 20,765 acres, of which 12,816 acres is in Lincoln County and 7,949 acres in Pike County.

In 1901 the Crystal Carbonate Lime Company, of Louisiana, leased land on the bluff south of town and opened a commercial quarry. In geologic times the Gulf of Mexico extended north almost to the Canadian line and sediment was deposited in layers over thousands of years, eventually forming the strata of limestone being quarried today. This particular bluff has been pronounced the purest (98%) calcium carbonate to be found from Minneapolis to New Orleans. When first quarried, it was used as flux in smelting iron ore, in the sugar industry as a bleaching reagent, as a stabilizer in fusing glass and for domestic purposes such as commercial chicken grit and as a cultural lime for the neutralization of acid soils. The development of better processes, however, has limited utilization for these purposes and it is now sold largely for construction and agricultural uses.

Subsequently the Crystal Carbonate Co. withdrew and the Columbia Quarry Co., of St. Louis took over the business, and has maintained a substantial pay roll appreciated by the business men of the trade territory.

Elsberry business men promoted the first gravel road in the county and organized a stock company which built five miles of toll road from Elsberry to New Hope. It attracted so much attention that August Busch, at that time head of the Anheuser-Busch Brewing Co., came up from St. Louis to see it. He was met

HISTORY OF ELSBERRY

at the station by the Mayor and a group of business men and the delegation was driven to New Hope and back in buggies drawn by spirited horses especially commandeered for that purpose. At that time a huge elm tree grew beside the perennial spring on the Louis Wingfield farm two miles west of town, now owned by T. C. Howard. So vast was the coverage of this giant tree that it extended from the spring to the road and out over the road forming an arch under which the Mayor's party drove. Mr. Busch was greatly impressed by the tree and paused and discussed it on the way out. On the return trip he asked about the ownership of the farm and when told that the land had recently passed to Mrs. Wingfield on the death of her husband, asked to see her. When introduced to Mrs. Wingfield, he asked her what price she would take for her farm. It was evident that he was disposed to pay any reasonable price to get the tree. But Mrs. Wingfield explained that she had lived there ever since her marriage and wished to die there, and could not find it in her heart to sell it. He thanked her courteously and returned to St. Louis and a few months later bought the land on which he developed his great estate near Pasadena, California.

In 1924 a group was organized to bring a factory to Elsberry for the employment of surplus labor. Twenty thousand dollars was contributed and a building was erected and leased to a St. Louis shoe company and opened January 15, 1925. The project was not a success and in a short time operations were discontinued and the building was turned back to the promoters. Eventually it was

leased to Wells-Lamont Co. manufacturer of gloves and except for a brief interval during which a strike closed the factory, has operated continuously ever since on terms entirely satisfactory to all concerned. Its pay roll has been a material factor in the business of Elsberry merchants and professional men.

The Elsberry Experiment Station, conducting research work in the utilization of Wabash clay, locally known as gumbo, and supported exclusively by Federal funds under the management of the University of Missouri, opened in March, 1928. Since its establishment, funds in excess of \$100,000 have been spent, principally in experiments in the culture of rice and soy beans. It has perfected systems of culture and developed new and valuable strains, and has made Wabash Clay one of the most productive of Mississippi River bottom soils.

On August 22, 1923 announcement was made of the decision of the Federal Government to establish nine soil conservation nurseries in as many states, including one at Elsberry, Missouri. For this purpose \$630,000 was provided by executive order, of which \$70,000 was allotted to the Elsberry station. Arthur D. Slavens was assigned to the station. Land was acquired and construction was started and the plant was in full operation by 1936. Of the nine original stations only three remain, one of which is the Elsberry station. The nursery has this year distributed approximately 20,000 pounds of grass and legume seed to more than 300 soil conservation districts in Missouri, Iowa, Illinois, Minnesota, Wisconsin, Michigan, Indiana,

HISTORY OF ELSBERRY

Ohio and Kentucky. Sodding and sprawling, spreading types to be used in terrace outlets, grass waterways, erosion points and pastures where depletion is excessive have priority.

All tillable land in the United States is now under cultivation. There are no new lands to be opened. With our rapidly increasing population and our steadily shrinking supply of arable land for the production of food, erosion control is becoming one of our most pressing domestic problems. It would be difficult to estimate the amount of land saved to cultivation by the methods and materials supplied by this important agency of the U. S. Department of Agriculture.

In 1936 the Works Progress Administration announced approval and allocation of funds for the construction of a water and sewer system for Elsberry. The work was handled by the most expert government engineers to be secured and Elsberry became a modern city over night. The total cost amounted to \$140,100 of which the city provided \$36,963 and the Federal government \$103,137. To reproduce the system at this time at present prices of labor and materials would cost more than twice the amount spent at the time.

One of Elsberry's most attractive assets is the Forrest Keeling Nursery, established in 1938, operating an extensive plant embracing several hundred acres and maintaining a large force of professional and technical employees. Under the direction of Hugh Steavenson, the President of the Corporation, it has developed a wide mail order business supplementing its local sales offices. One of their specialties is the famous Multiflora Rose developed for hedge

fencing purposes and advertised by the familiar slogan "Horse high - Bull strong - Goat tight." But this extraordinary rose is only one of the many beautiful and servicable shrubs, trees, plants and evergreens which the nursery ships to practically every state of the Union.

Mr. Steavenson, a graduate of the great agricultural college at Ames, and for a decade a ranking staff member on nursery research in the U. S. Department of Agriculture, is one of the outstanding nursery experts of the nation and the Forrest Keeling Nursery is one of the show places on Highway 79 between St. Louis and Keokuk.

RECESSIONAL

With all this progress it is still easy to hark back to the day when "The Old Man" came down Fifth street with a yoke of oxen, without halter or harness, only the yoke. He was walking along beside them carrying a goad, a slender rod of oak eight feet long with pointed tip. As he approached DuBois Street he said "Haw." Instantly without change of pace the oxen swung to the left down DuBois. At the intersection with Fourth street, "Gee" and the two swung automatically to the right without further word or gesture from the master.

But with all its changes he would not be so much out of step with the times were he here today. He had the capacity of adaptation. And he had the supreme gift of common sense.

Not that he was especially gifted. He was in every sense a very ordinary man. And he was intensely human. But sooner or later, he was engaged in practically every class of

HISTORY OF ELSBERRY

business activity of his time and locality except the saloon business. Usually motivated by his desire to cooperate in any enterprise which promised to contribute to the growth of the community, he was at times a participant for other reasons. He was a man of strong likes and dislikes and did not hesitate to take drastic measures when he thought the situation warranted them. Among those unfortunate enough to incur his antipathy was Clement L. Gennie who with his mother lived near Faimouth and when the railroad came through, moved to the new town. Both were charter members of the Elsberry Baptist Church when it was organized in 1883. Gennie was an active, energetic man, interested in many enterprises and was the first to cut ice from King's Lake and store it underground in sawdust on a commercial scale. Before the invention of the ice machine and modern refrigerators, practically every household had an "ice box" and commercial ice was in practically universal demand in both business and private houses. Gennie made it a paying enterprise. But immediately "Uncle Bob" became a competitor and with the capital at his command undersold Gennie and forced him out of business. Gennie then opened a butcher shop and prospered temporarily until Uncle Bob opened a shop in competition and again forced him into bankruptcy. In Gennie's last effort to stay in business he opened a brick yard on the southwest corner of DuBois and Sixth street. The clay was dug across the street from the yard and vast quantities of cord wood were consumed in the process. No sooner had Gennie started his brick yard than Uncle

Bob started a yard on the alley next to DuBois between Fifth and Fourth streets and for many years a large pond adjacent to the present Methodist parsonage marked the excavation where the clay was dug. Here was burned the brick that went into the church and school on Fourth street and into most of the chimneys of the new houses in the vicinity.

Unable to sell his brick in competition with Uncle Bob's low prices, Gennie used them to build the first brick house erected in Elsberry on the site now occupied by the Christian parsonage. But his mother having died in the meantime he finally gave up the unequal struggle and moved to Texas destitute, leaving behind bills he was unable to meet. Two or three years afterward his creditors began to receive letters from him enclosing payments on his obligations and when all his debts had been liquidated he returned to Elsberry on a visit as a Holiness minister. He brought with him the first complete Bible concordance ever seen in Elsberry, a volume about the size of an unabridged dictionary, which he carried about with him when he visited old acquaintances, finding for them their favorite scriptural references and making it an occasion to discuss with them their spiritual welfare. Having completed his visit he returned to Texas and was never heard from again.

Uncle Bob was himself a man of indefatigable industry. Even in his later years when he was among the wealthier men of the community and lived in the most pretentious home in Elsberry, he engaged in daily manual labor. In his 74th year, hauling

HISTORY OF ELSBERRY

rock for the foundation of one of his buildings on a drowsy afternoon, he fell asleep holding the lines and when the wagon jolted over an obstruction in the road was thrown under the wheels. Aunt Ceil was one of the first to reach him and held him in her arms. But he had passed on to a Greater City than his beloved Elsberry.

The calendar read October 14, 1891.

In the most largely attended obsequies in the history of the county, with such pomp and ceremony as the times afforded, he was laid to rest in the family cemetery on his farm at the outskirts of Elsberry.

Founder of town and church and school, a man of exemplary life, an example to the youth of his day in industry and sobriety, he builded better than he knew.

ENVOI

Elsberry will never be a big town with slums and police control and all the problems that beset great centers of population. We should be thankful for that. But it will always be one of the delightful residence towns of the state, where we know our neighbors and our neighbors know us and where daily association develops a fellowship and a community of interest to be achieved in no other way. We live in a rapidly changing world. Miracles are just ahead. And in that expanding future Elsberry and Elsberry people have their special part and place.

In closing, some who have read this narrative have thought that perhaps I have told too much.

Ah, my friends, you should hear what I have not told!

Finis

INDEX

A

Abbott, Rev. T. A.	Page
A. B. C. Club	33, 34
Academy	47
Additions	37, 38
Advance	28
A. E. P. Club	17, 25, 40, 41, 45
A. F. & A. M. Lodge	47
Alderson, M. H.	42
Alexander, Lillie	42
Allen, Rev. Oliver	46
Alloway, Dr. Clinton L.	38
Alloway, Miss Lena	24
Alloway, Mary Redd	44
Alloway, M. S.	44, 46
Alvis, Mattie Rose	43
American Legion	44
American Legion Auxiliary	46
Anderson, Rev. Arthur S.	46
Angel, Rev. O. Leonard	34
Ashbaugh, Henry H.	34
Associate Reformed Presbyterian Church	15, 43, 34

B

Bailey, Rev. A. V.	Page
Bailey, Nita	33
Bailey, Dr. Samuel M.	37
Ball, David A.	21, 24
Balmer, Dr. Perry	48
Bank of Lincoln County	24
Baptist Church	10, 12, 21, 31
Bartee, Mrs. Maurice	32, 34, 35, 52
Baskett, James O.	47
Baskett, L. T.	42
Baskett, Miss Mildred	43
Baskett, Will H.	44
Bauer, Rev. E. E.	43
Beard, Dr. J. M.	34
Bell, Rev. Hayes	24, 44, 46
Bell Telephone Company	33, 35
Berger Addition	49
Berkley, Frances B.	28
Bernard, Rev. Taylor	17
Bibb, Jessie	35
Bibb, Joseph W.	24
Bibb, Nora	9
Bibb, Rev. Webb A.	24
Black Addition	24, 34
Black Hawk War	28
Black, Jessie	4
Black, John	46
Black, R. A.	18, 43
Black, Robert Elliott	18
Black, Sudie J.	7, 10, 18, 19, 31, 42, 43
Blakley, Norman	18
Bluff Road	44
Boone, Daniel	3, 7, 9
Boone Tobacco Company	2, 40

INDEX

Booth, Bud	Page
Booth, R. T.	14
Bottom, Rev. Grant	25
Bowers, David Thomas	35
Bowton, Ernest	17
Bowton, Frank	44
Bradley, J. C.	44
Bradley, Nellie	43
Bradley, Robert J.	46
Bradley, S. P.	41
Bradley W. D.	38
Branch, Rosa	43
Branham, Hugo	47
Brinkman, F. H.	44
Brinkman, Irene Pollard	44
Briscoe, Mrs. Marlow	44, 45
Brooksher Addition	47
Brooksher-Cox Tract	28
Brooksher, Forrest	28
Brooksher, Mrs. Forrest	43
Brooksher-Welch Tract	47
Brother, A. A.	28
Brother, Cynthia	8, 11, 15, 18, 21, 24, 27
Brother, Elmer E.	44, 45
Brother, John	14, 27
Brown Addition	43
Brown, Ohas. C.	28
Browns Mill Road	44
Bristol, Rev. Robert F.	8, 10, 15, 16, 18, 19, 23, 36
Bryants Creek Baptist Church	34
Buchanan College	32
Buchanan, Julia Ann	39
Burchett, Roy M.	17
Burley, Manford	9, 44, 46
Buffum Telephone Company	9, 15, 44
Busch, August	49
Bushman, C. L.	49
Bustwich, Rev. E. E.	15, 44, 38

C

Canady, Mrs. Robert	Page
Cannon Addition	47
Cannon, Albert J.	28
Cannon, Andy	43
Cannon, Bluford J.	28
Cannon, Branch	9, 23, 24
Cannon, Cecil W.	28
Cannon Heights Addition	31, 44
Cannon, I. N.	28
Cannon, Isaac	23, 24, 43
Cannon, James	36, 45
Cannon, J. B.	28
Cannon, J. R.	10, 12
Cannon, Leticia Jane	21, 27, 43
Cannon, Lydia	24
Cannon, Margaret Trescott	28
Cannon, Mary Emma	44, 46, 47
Cannon, Nancy Ann Elsberry	14
Cannon, Olin	17
Cannon, Oneida Cochran	28
	44, 46

INDEX

	Page
Cannon, Otto B.	43
Cannon, Pauline	47
Cannon, Perry	15
Cannon, Perry J.	43
Cannon, Samuel	28
Cannon School	36, 37
Cannon, Mrs. Waldo	4
Cannon, W. J.	43
Cannon, W. R.	44
Callaway, Anita Strus	45
Callaway, Dr. Gilbert H.	24
Callaway, James H.	44
Callaway, Rev. Ralph V.	34
Campbell, Dr. Oscar P.	34
Carroll, Henry S.	5, 6, 18, 21, 26, 40
Carroll, Lucy C.	18
Carter, John D.	23
Catholic Church	34
Chamberlain, Aldulia	47
Chamberlain, Donna	20
Chamberlain, Dr. P. C.	7
Chamberlain, Phil	20
Chamberlain, Mrs. Tom	47
Childers, Henry F.	39
Chouteau, Peter	3
Chouteau, Pierre	2
Christian Church	18, 34
Church of God in Christ	35
Clark, Champ	40
Clark, Frances	47
Clark, Mrs. Joe	47
Clark, Governor William	3
Clarke, Mrs. Jonathan	47
Clarksville	5, 10
Cleaver, Rev. Benn Hill	34
Clifford, B. P.	6
Clifford, Lucy	6
Cobb, Rev. H. I.	33
Cobb, Susie Bradley	45
Cochran, Katie Hemphill	44
Colbert, Mrs. Delmas	47
Columbia Quarry Company	49
Colwell, Prof. Howard G.	38
Cooney, Michael	19
Cooper, Rev. O. C.	34
Coppage, Rev. J. O.	33
Corbin, Rev. H. E.	33
Cornick, Hurley M.	41
Cox, E. Palmer	43
Cox, Fred	26
Cox, John D.	43
Cox, Thompson	43
Cramer, Wilford L.	44
Crane, J. F.	22
Crank, Gordon	9, 27, 42, 44
Crank, Hurley R.	42, 44
Crank, Kathryn	47
Crank, L. W.	44

INDEX

	Page
Crank, Mrs. L. W.	4, 46
Crank, Otto T.	46
Crank, Richard	8
Cross Roads	22
Cross Roads Town	9
Crystal Carbonate Lime Company	49
Culbertson, J. T.	30
Cumberland Presbyterian Church	33, 35
Cummings Farm	13
Cunningham, H. K.	43
Curryville	10

D

Dameron, John D.	7
Damron, Dr. E. O.	24, 43
Damron, Mrs. E. O.	47
Damron, Fannie Mulherin	14
Damron, Dr. James N.	24, 43
Daniel, Ella Lee	17
Davidson, I. C.	15
Davis, Mrs. Forest	47
Davis, Hazel Coffman	45, 46
Dawson, Rev. Ew D.	34
Dawson, F. L.	43
Dawson, James L.	43
Dawson, Molly Thomas	44, 46
Deccard, Rev.	35
Delassus, Governor	3
Democrat, Newspaper	29
Dempsey, Rosie	14
Dentists	24
DeTienne, John A.	38
Devaney, J. T.	44
Dever, D. E.	43
Diggs, Dr. F. V.	45
Diggs, Thomas J.	15
Dillard, Dr. E. B.	34
Diven, Rev. O. O.	33
Dixon, Mrs. M. O.	47
Dixon, R. C.	44
D. N. C. Club	47
Donaldson, Rev. Turner	35
Dowell, John William	17
Downing, A. F.	43
Drainage District	49
Dudley, Jessie	47
Dudley, William A.	38, 43
Dudley, Rev. W. D.	43
Duncan, R. Eugene	44, 46
Duncan, Sarah	46
Dyer, Rev. J. E.	34

E

Ebenezer Baptist Church	33
Eastin, Columbus C.	22, 43
Education	36
Edwards, Rev. C. E.	34
Edwards, Rev. F. B.	34
Edwards, J. C.	15

INDEX

	Page
Elgin, Miss Nonie	37
Ellington, Rev. W. H.	33
Elliott, George C.	23, 27
Ellis, Bessie	47
Ellis, George W.	43
Ellis, Jesse B.	18, 27, 44
Ellis, Miss Lorena	37, 44
Ellis, Lou	46
Ellis, William B.	9, 44
Elsberry Academy	38
Elsberry Addition	28
Elsberry Advance	17, 25
Elsberry Banking Company Building	10
Elsberry, Beatrice Sanders	45
Elsberry, Benjamin D.	17
Elsberry, Benjamin F.	17
Elsberry Democrat	29
Elsberry Drainage District	10, 49
Elsberry, Elisha F.	17
Elsberry Experiment Station	50
Elsberry Family	17
Elsberry Gazette	41
Elsberry, George G.	17
Elsberry, George W.	17
Elsberry, Julia Ann Buchanan	18
Elsberry, Laura A.	18
Elsberry, Lydia	17
Elsberry, Martha	46
Elsberry, Mary	17
Elsberry, Mary Ellen Mayes	32
Elsberry, Mattie Brothor	45
Elsberry Milling Company	40
Elsberry, Montrose P.	17, 27, 43
Elsberry, Nancy Elizabeth Hester	17
Elsberry, Orion	18
Elsberry, Sarah Lou	18
Elsberry, Robert Thomas	3, 8, 10, 17, 18, 21, 24, 26, 32, 51
Elsberry, Thomas S.	17, 18
Elsberry, Virginia	17
Elsberry, William Aziel Knapp	17, 22, 25
Elsberry, William Lewis Candus	17, 52
Elsberry, William N.	17
Etter, M. E.	22
Etter, Robert	22
Evans, James	17
Evans, Norman C.	43

F

Factory	50
Falls, Rev. Nale	34
Falmouth	10, 16; 17, 22
Farmer, Alfred	44
Farmer, Dr. Thomas V.	15, 35
Federal Contributions	51
Feix, Clarence H.	43, 44
Feix, Ida Miller	45
Felty, Blacksmith	23

INDEX

	Page
Femmer, Rev. William A.	34
Ferguson, Rev. Guy V.	34
Ferguson, Mrs. Ralph	47
Ferguson, Robert	42
Ferry, Annie Robinson	45
Ferry, Charles	4
Ferry, Clarence W.	43
Ferry, Miss Jennie	4
Ferry, Joe W.	4, 13
Ferry, John	13
Ferry, Leighton	17
Ferry, Lydia	46
Fines, Cecil	44
Fines, Mrs. Pearl Smith	45
Fire Baptized Holiness Church	34
Fires	30
Fischer, Dorothy	47
Fischer, Waldo I.	27
Fisher, Mrs. Robert	46
Flavin, Rev. Father Cornelius J.	34
Fleener, S. Price	44
Floyd, A. C.	38
Foley	20
Foley, Addison	20, 43
Foley, B. F.	43
Foley, Edna	27
Foley, Thomas Elmo	27, 46
Foley, T. P.	22, 23
Forrest Keeling Nursery	4
Fortell, Rev. Marvin	33
Fortnightly Club	47
Founder	36
Fraternal Organizations	42
Frazier, Arcelia	22
Frazier, Claudine	18, 33
Frazier, Mrs. Columbus	18
Frazier, E. D.	23
Frazier, Mrs. R. C.	33
Free Holiness Church	34
Freemasonry	42, 44
Freer, A. E.	18
Freer, Z. E.	26
French pioneers	1

G

Gabriel, Rev. Enoch P.	34
Galloway, Carlyle	43
Galloway, Diane	17
Galloway, Mrs. Earl	47
Galloway, Floyd	43
Galloway, Gerda Cobb	44, 46
Galloway, Lucinda	17
Galloway, Ralph	16, 47
Galloway, Mrs. Ralph	47
Galloway, Virginia Banks	44
Gatewood, L. D.	23
Gennie, Clement L.	52
Gentry, James W.	24
Geraghty, Rev. Father Thomas	34

INDEX

	Page
Gibbony, Rev. W. A.	34
Gibson Addition	23
Gibson, Bill	8, 11, 12
Gibson, Mrs. John	47
Gibson, John Montgomery	22, 27, 37
Gibson, Jordan	4
Gibson, Neil Millard	44, 46
Gibson, William M.	11
Gibson, William N.	4
Giddens, Rev. W. N.	33
Gilliland, Dosh	9, 14
Gladney, Arthur Lyndon	27, 42
Gladney, Mrs. Charles	47
Gladney, Clarice Gentry	44, 45, 47
Gladney, Eileen Jamison	45
Gladney, Kathryn	47
Gladney, Margaret	46
Gladney, Nettie Lockett	45
Gladney, Russell	44
Glennon, Cardinal John J.	54
Gleeson, Rev. Father Daniel J.	34
Gleeson, Frank	18
Glory and Halleluiah	25
Glove Factory	50
Goodman, Tully R.	8, 21
Gow, Rev. Clyde W.	53
Graham, Mrs. Olin	47
Graham, Ralph, Sr.,	46
Grange	45
Gravel Road	24, 49
Graves, James W.	38
Gregory, Rev. R. L.	34
Gregory, Rev. L. D.	34
Grimes, Rev. James W.	34
Groves, Rev. H. D.	33
Gray, Lelia Graham	45
Gray, Mrs. William	47
Guinn's Creek	5
Guthrie, Rev. John	34

H

Hacker, Rev. J. D.	34, 35
Hagemeyer, F. H.	8
Hales, Frank	38
Halliday, Rev. W. C.	34
Ham, Rev. C. C.	34
Hamburg Landing	8
Hammack, David H.	5
Hammack, George W.	43
Hammack, Leander (Lee)	5
Hammack, Mary Amanda	5
Hammack, Otis	43
Hammond, Ivan	41
Hardesty, B. W.	44
Harris, Alvin	19
Harris, Charles (Buck)	19
Harris, Rev. J. Morgan	34
Harpole, Addie Boyd	45

INDEX

	Page
Harvey, Columbus	12
Harvey, F. F.	12
Harvey, Francis	12
Harvey, Margaret Elnora	13
Hatcher, Rev. W. L.	34
Hatfield, Harvey	44
Hawkins, Dr. T. R.	9
Hawkins, Dr. R. T.	24
Hedges, Rev. Arthur A.	34
Heinemann, Mrs. Lucille	46
Heinemann, Mrs. Virginia	46
Hemphill, Dr. W. A.	8, 9, 21, 24
Hensley, Mrs. Robert	47
Hickman, Rev. Josiah	34
High School	38
History Club	46
Hitt, M.	23
Hogue, Dorcas	23
Holiness Church	34
Holland, Rev. John	33
Hoover, S. R.	43
Holmann, Theodore	38
Howard, Brenda	43
Howard, Charla	43
Howard, John Randolph	23
Howard, Mary Lucy	27, 46, 47
Howard, Sanford A.	42
Howard, T. C.	50
Howard, Mrs. W. O.	47
Huckstep, Charles S.	41, 44
Huckstep, Miss Georgia	45
Huels, Rev. Father Joseph H.	34
Hull, Dr. R. N.	24
Hull, Mrs. Robert	47
Humphrey, Henry	44
Humphrey, Lizzie	46
Humphrey, Mrs. Ralph	47
Hunt, Miss Sadie	45
Hunter, Ada B.	22
Hunter, Rev. R. N.	34

I

Incorporation	26
I. O. O. F.	31, 42, 43
Indian Aborigines	1
Irvin, Dr. Charles S.	24
Ives, Harold	44
Ives, Mrs. Harold	47
Ives, Kathryn Graham	45

J

Jackson, Robert H.	42
Jacobs, Rev. H. Lee	34
Jameson, Ada	7
Jameson, Ann	7
Jameson, Ephriam	7
Jameson, W. D.	32
Jamison, Samuel	17
Jamison, William D.	12

INDEX

	Page
Jefferson, Thomas	3
Jessie Black	47
Jessie Black Club	47
Johnson, Augusta Corbin	45
Johnson, Charles	44
Joliet, Louis	1
Jones, Rev. A. C.	34
Jones, G. Jack	43, 46
Jones, Mary	46
Jones, Mary Miller	45

K

Kammeier, Mrs. Ray	47
Kanoy, D. H.	44
Katie Jane Home	18
Keeling, Elizabeth	46
Keeling, Dr. Forest V.	24, 27, 44
Keeling Nursery, Forrest	51
Kelly, Mrs. Charles	47
Kemper, Martin	4
Kemper, Nancy	4
Kemper, Rosamond	4
Kennedy, Rev. R. C.	34
Kercheval, A. H.	43
Kerpash, Ruth	46
Kerr, Jennie Waters	44
Kerr, Dr. S. H.	24
Kessler, May	46
Kilmer, Prof. Glenn	17
King, Rev. Charles	34
Kissinger, James H.	7
Kiwanis Club	47
Knapp, Mary Ellis	46
Knapp, T. C.	46
Knott, W. J.	41
Knox, Rev. L. P.	34
Kopitke, Dorothy	47
Kuhlman, Rev. Father George P.	34

L

Lahr, Ernestine	46
Langford, Ira T.	46
Langford, Mrs. Joe	47
Langford, Jesse K. R.	43, 46
Langford, Winfield Whiteside	45
LaRue, Lon H.	43
LaSalle	1
Lee, Dr. B. J.	24
Lee, Rev. J. Clifton	33
Lee, Dr. Leroy M.	24
LeFever, W. H.	38
Leftwich, Wayne B.	43
Legion	46
Leo, Henry	8
Leo, Henry D.	23
Leonard, Rev. Frank W.	34
Levengood, Mrs. Charles	47
Levengood, Edith Evans	45
Levengood, George C.	44

INDEX

	Page
Ligon Addition	28
Ligon, Harold	44
Ligon, Lee Francis	4
Ligon, Ruth Tiller	45, 46
Lilley, Claude B.	43
Lilley, Hattie Meyer	45
Lilley, Joseph	44
Lincoln County News	41
Lindsay, Miss Bessie	39
Lindsay, Dr. C. B.	5, 13, 24
Lindsay, Dr. Lynn	24
Lindsay, Vesta Green	44, 46, 47
Lodges	42
Long, Columbus	15
Long, Dr. James S.	7, 42, 43
Long, W. E.	15, 43
Long, Mrs. W. E.	5, 46
Lonsberry, Wiley P.	44
Lost Creek	2, 9, 15, 18, 19, 21
Louisiana	10
Lowry, Dr. W. W.	24, 44
Luckett, Francis Marion	4
Luckett, John W.	27
Lumber	19

Mc

McAfee, Dr. C. A.	24
McAfee, Molly Lowry	45
McAllister, Ed	44
McBride, L. E.	44
McClelland, Walter	44
McClelland, Dr. James	24
McCluer, Francis B.	38
McDonald, Campbell	26
McFarlane, Marcus	42
McFerrin, Rev. J. B.	34
McIntosh, Martha A.	18
McIntosh, William L.	40
McIntosh, William M.	5, 6, 18, 26
McKay, Mrs. Harold	12
McKnight, Rev. B. A.	33
McLean, Rev. William Steagall	34
McQueen, Dudley	13
McQueen, Mary A.	5

M

Machir, Charles	44
Machir, Helen Whiteside	45
Machir, Virginia Hearin	45
Machir, Mrs. William	47
Maggart, Rev. L. C.	33
Magruder, Rev. K. E.	34
Major, Rev. J. M.	33
Mallinckrodt, Frances	47
Manning, T. E.	46
Manning, Mrs. Thomas E.	47
Marling, Bertha D.	9
Martin, Rev. R. A.	34
Martin, W. L.	27

INDEX

	Page
Marquette, Father Jacques	1
Matkin, Rev. T. G.	33
Masonic Lodge	42
Mayes Addition	28
Mayes, Edward	9
Mayes, Charles A.	22, 27
Mayes, Mrs. Edward	3
Mayes, Elmer L.	44
Mayes, Mary Willena	17
Mayes, Rawleigh	20
Mayes, Richard Cannon	45
Mayes, Roy	8
Mayes, Russell T.	8
Mayfield, Rev. J. B.	34
Mayhall Brothers	42
Mayors	27
Meloan, Rev. William A.	34
Merrill, Rev. E. G.	34
Methodist Church	33
Methodist Episcopal Church	35
Methodist Episcopal Church South	33
Metts, Dora Mildestein	45
Metts, H. B.	45
Metts, James	43
Meyer, Mrs. Chris	47
Meyer, Mary Rose	44
M. F. A. Elevator	31
Middleton, Rev. T. P.	33
Migrations	19
Miller, Charles W.	43, 44
Miller, Clifton	44, 47
Miller, Franklin	44
Miller, Mrs. Franklin	47
Miller, Isabelle Rogers	45
Miller, Pauline Dryden	45, 47
Miller, Mrs. Raymond	47
Mills, Mrs. Ray	34
Mitchell, Rev. Charles A.	33, 34
Mitchell, Mrs. Charles A.	23
Mitchell, Mildred	47
Moore, Prof. A. O.	38
Morris, Edward S.	44
Morris, Minnie Lindsay	45
Morris, Nelle Eastin	22, 24, 34
Morrow, Ellen	46
Morton, Rev. W. P.	43
Moss, Mrs. Clardy	47
Moss, May Burbridge	45
Mt. Zion Church	34
Mulcare, Tim	23
N	
Napoleon	2, 10
Nash, W. J.	43
Neale, Ray. W. D.	33
Neely, T. J.	43
Nelson, Town of	8, 15, 21
Nevins, Rev. J. T.	34

INDEX

	Page
New Hope	10
Newman, John H.	44
Newman, Rev. Father Joseph	34
Newspapers	39
Nichols, Prof. Edward F.	37, 38
Nichols, Roy N.	16
North Dakota	17
Norton, Richard Henry	48
Nuckolds, Leona	46
Nurseries	50
Nursery	51
Nursery, Forrest Keeling	4
Nursery, Government	7, 10
O	
O'Brien, Rev. John Morehead	33
Oddfellowship	44
Odor, Rev. Harold Lindsay	34
Old Settlers Reunion	48
Omohundro, William W.	14, 43
Order Eastern Star	44
O'Neill, Rev. C. D.	34
Overton, Rev. Lewis	35
Owen, Lydia P.	17
P	
Page Branch	2, 7, 28
Pago, Frederick W.	28
Palmer, Alexis	2, 10
Palmer, Anne	46
Palmer, Annie Rowbotham	45
Palmer, Mrs. A. T.	47
Palmer, A. W. (Pete)	14
Palmer, Cynthia	14
Palmer, Eugene	44
Palmer, F. L.	43
Palmer, Florence	46
Palmer, Guillermo	2
Palmer, Harry T.	44
Palmer, Mrs. H. H.	46
Palmer, J. K.	43
Palmer, John Elsberry	17
Palmer, Joseph Kinkaid	14
Palmer, Lila	14
Palmer, Joseph R.	27, 43
Palmer, Minnie Trescott	46
Palmer, Rebecca	1-
Palmer, Rev. S. L.	34
Palmer, Uncle Billie	45
Palmer, William	2, 3, 9, 10, 14
Palmer, William Jesse	14
Parker, Howard S.	40, 48
Parker, Miss Mildred	47
Parks, Robert E.	47
Patrick, Dr. Wiley J.	34
Patton, Rev. William A.	35
Pearson, Rev. Alonzo	35
Pessel, Ranette	10
Penick, Harry R.	43

INDEX

	Page
P. E. O.	46
Pflasterer, Mrs. Earl	47
Phillips, Frank	46
Phillips, Rev. J. T.	34
Physicians	24
Pickern, Rev. D. R.	34
Picnic	48
Pinky	3
Poe, Rev. Ed	35
Poole, Charles	44
Poole, Rev. G. E.	33
Portage des Sioux	1
Postmasters, Cross Roads	9
Postmasters, Elsberry	46
Powell, Annie	46
Powell, Dr. Charles E.	24, 37, 43
Powell, Dr. C. W.	24, 43, 46
Powell, Etta Jamison	44, 46
Powell, Etta Jean	37
Powell, Harvey E.	43
Powell, James H.	9
Powell, James Watson	27, 41
Powell, Melba Mayes	44, 47
Presbyterian Church	34
Press	39
Pressley, Rev. D. P.	34
Presley, Stanley	44
Prior, W. L.	33
Pryor, Rev. M. P.	33
Purdin, Henman L.	38, 44
Purdin, Edna Mae	47
Purvis, Rev. G. Elmo	34

Q

Quarry Company	49
Quigley, Rev. Father Patrick F.	34

R

Railroad era	5
Ramsey, Rev. J. M.	33
Ray, Mrs. Guy	47
Reavis, Rev. Bowling G.	34
Rebekahs	45
Reed, Captain Thomas A.	12
Reed, William T.	41
Reid, Adaline	47
Reid, Ambro	22
Reid, Miss Amy	44
Reid, Captian Thomas R.	27
Reid, Jessie Fisher	44
Reid, Malcolm	27
Reid, Michael	42
Reid, Salem A.	27
Reid, Wallace S.	27
Reid, William	44
Reid, W. T.	23, 24
Reunion	48
Reuter, Herman H.	9
Reynolds, Rev. E. W.	33

INDEX

	Page
Rice, James T.	44
Richard's, Samuel	23
Richardson, Rev. W. W.	33
Ricks, James Albert	22
Ricks, Kathryn	45, 46
Ricks, O'Garlan	46, 47
Riffle, Mrs. Nick	47
Ringhausen, Mrs. Douglas	47
Ringhausen, Viola	46
Roberts, John O.	5, 6, 18, 26
Roberts, Malvina M.	18
Roberts, Mrs. Millie	6
Robinson, Barbara	17
Robinson, Edna Mae	17
Robinson, James	17
Robinson, Robert T. (Bob)	17, 41
Robinson, Samuel Overton	17
Robinson, Wesley Amos	24, 25
Rodgers, J. B.	38
Rose, Mattie	24
Rose, Martha	46
Rose, Thomas M.	22
Ross, Harry	43
Rowley, William J.	33
Rudloff, Rev. J. E.	33
Rumsey, Dr. Wm. W.	34
Rush, Mr.	13
Rusk, Henry	5
Rusk, Dr. Howard A.	22

S

Sacred Heart Catholic Church	34
Saloons	25
Sanders, Clay	20
Sanders, H. R.	37
Sanders, Harry Roberts	20
Sanders, Mrs. H. R. Jr.	47
Sanders, James William	27
Sanders, Juanita	46
Sanders, Lillian Dawson	44, 46
Sanders, Mary Jane Duncan	27
Sanders, Robert Francis	27
Sanders, W. S.	43
Sanderson, Robert	38
Saulsberry, James	23
Schaper, Rev. Lawrence	34
Schofield, Prof. Wm. F.	38
School buildings	29
School Superintendents	33
Seaman, Dr. W. J.	37, 38
Seaton, Miss Sophia	37
Segrass, Alene Norton	45
Self, John M.	42
Sewer system	51
Shaw, J. J.	43
Shaw, Gussie Brown	44
Sherman, Rev. C. H.	33
Shipp, Anderson David	22, 9
Shipp, Ben	15

INDEX

	Page
Shoe Factory	50
Singleton, John	25
Sipple, Rev. D. D.	33
Sitton, Captain William	15
Sitton, Catherine	15
Sitton, Clifford	13
Sitton, Elizabeth Ann	15
Sitton, Euselia	15
Sitton, Frances Emaline	15
Sitton, Harriett F.	15
Sitton, Ida	15
Sitton, James	13
Sitton, Jane	15
Sitton, Joseph Winston	10
Sitton, Joseph W.	15
Sitton, Julia Ella	15
Sitton, Lawrence	13
Sitton, Major	13
Sitton, Marv Buchanan	15
Sitton, Mary Melissa	15
Sitton, Rachel Temperance	17
Sitton, Virgil	13
Sitton, Winston	1
Slavens, Arthur D.	50
Sleet, W. C.	45
Smallpox	31
Smith, Rev. J. Calvin	34
Smith, Tom C.	44, 27
Smither, R. R.	21
Snell, Rev. J. H.	34
Snethen, A. C.	40
Soil Conservation Nursery	50
Sour and Reuter	23
South Elsberry	35
Spanish grants	2
Spanish Pioneers	2
Spanish survey	10
Stamper, Billy	42
Station Masters, Elsberry	15
Steavenson, Hugh A.	51
Steavenson, Mrs. Hugh A.	41
Steavenson, Mary	46
Steele, Asa G.	38
Steward, John W.	46
Stone, Rev. W. H.	34
Suddarth, H. B.	27
Sub-Division Additions	23
Study Club	47
Survey 1706	2, 3, 18
Superintendent of School	38
Swan, George	44
Swan, Rev. George W. Jr.	34
Sydnor, Laura Arcelia	18

INDEX

	Page
Taliferro, Dr. J. W.	24
Tanquary, Rev. W.	33
Tate, Miss Virginia	47
Taylor, Dr. A. M.	24
Taylor, Alberta Elsberry	45, 46, 47
Taylor, Mrs. Arch	47
Taylor, Prof Britton P.	38, 39
Taylor, Rev. J. L.	33
Taylor, Curtis	46
Taylor, Ruth Anna	45
Taylor, Ruth Ann Mayes	45
Taylor, Ruth Langford	45
Taylor, Mrs. William Curtis	17
Taylor, Winona Hobbs	45
Telephone Company	49
Temple, Mrs. Hallie	47
Thespian Club	36
Thompson, crossing	32
Thompson, Cynthia	32
Thompson, Edward	32
Thompson, Gabriel	32
Thompson, John R.	9
Tibbetts, Malvina M.	6
Tinsley Tobacco Company	40
Todd, Rev. James E.	34
Towles, Miss Callie	37
Town of Cross Roads	9
Town of Nelson	8, 10
Trail, Anna Laura Baskett	44
Trail, Bobby	42
Trail, Elidabeth	46
Trail, Richard	22
Trail, Robert	43
Trail, William	15
Trescott, Isa Smith	44, 45, 46, 47
Trescott, L. W.	43, 44
Trescott, Minnie Callaway	44
Triplett, Claudia J.	37
Tucker, Rev. Frank C. Jr.	33
Turnbull, Floyd	44
Turner, Grace	47
Turnham, Joseph	9

U	
Ulery, Mary Bailey	44
Ulery, William A.	9, 43
Ulery, William A. Jr.	43

V	
VanMatre, Mrs. Irvin	47
Vance, Benjamin	9
Vance, Francis Melinda	37
Vance, James	9
Vann, A. J.	43
Vann, Frances Watts	45, 47
Vaughn, George W.	43
Voorhees, Judge J. H.	37
Vote, Election of 1824	25
Vote, on Local Option	25

INDEX

W

	Page
Waggoner Addition	28
Waggoner, William B.	46
Walden, Mrs. Harvey	47
Walker, James T.	41
Walton, Avery and Powell	41
Wantland, C. V.	34
Water system	51
Waters, Mary Triplett	45
Waters, Mrs. Val.	47
Watkins, Rev. Ed	33
Watson, Mrs. Everett	46
Watson, Rev. H. H.	34
Watson, Rev. Oris E.	34
Watts, Arzilla	4
Watts, Burdilla	5
Watts, Caucyra	5
Watts, Eliza Ann	4
Watts and Elsberry	25
Watts, Emma Fields	45
Watts, Ewing H.	4
Watts, Gabrilla	4
Watts, John S.	44
Watts, Mary Ann Green	44, 47
Watts, Mordecai R.	5
Watts, Nelson	3, 5, 8, 9, 18
Watts, Reginald	44
Watts, Senaca	4, 9
Watts, Thomas S.	5, 25
Watts, Wesley	4
Watts, William	4, 5, 8, 9
Watts, William W.	27, 43
Webb, Hotel	15, 21
Webb, Captain J. P.	21
Weeks, Lucy Kathryn	47
Weeks, Virgil	44
Welch Addition	28
Welch Tract Addition	28
Welch, B. C.	9, 22, 40
Welch, James Gordon	42, 43
Welch Dr. James W.	43
Wells, Henry F.	43
Wells-Lamont Company	50
Wells, T. Louie	43
Werges, Wayne	44, 47
Wernecke, Dr. H. H.	34
Westminster College	39
Whitaker, Kathryn Cole	45
Whiteside, Anna Eliza	41
Whiteside, Edwin E.	10
Whiteside, Mrs. Edwin R.	47
Whiteside, Dr. Edwin R.	8, 20, 27, 44
Whiteside, Elizabeth Pryor	45
Whiteside, Isaac	43
Whiteside, J. V.	44
Wiggins, W. D.	41
Wigginton Hill	30, 38

INDEX

Page

Wigginton, Pauline	46
Wigginton, R. T.	9, 12, 22
Wilkinson, Annie Jeffries	45
Wilkinson, Heffington	23
Wilkinson, James	17
Wilkinson, James Causyra	8, 9, 17, 21
Wilkinson, John	9
Wilkinson, Joseph Conn	4
Wilkinson, Mordecai W.	16
Wilkinson, J. R.	44
William Jewell College	39
Wilmes, Rev. Father Aloysius F.	34
Wilson, Dr. G. G.	24
Wilson, O. A.	38
Winfield	20
Wingfield, Louis	50
Wipke, Sidney	44, 47
Wommack, Nancy	4
Wommack, Captain Richard	4
Wommack, Richard H.	41
Woolfolk, Norborne	9
Works Progress Administration	51
Wortman, Mrs. Sid	47

Y

Yoes, Rev. C. E.	33
Yokley, Rev. Francis J.	34

Z

Zimmerman, Sarah Washington	41
Zumwalt, Robert	44